Proposed Submission
Local Plan Core Strategy

May 2012

Warrington
Borough Council

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1 Introduction

Warrington's Local Plan

1.1 The **Local Planning Framework** is the name now given to what was previously referred to as the Local Development Framework (LDF). This Local Planning Framework maintains the flexibility at the heart of the former LDF system in that a series of plans and documents, as opposed to a single plan, can be produced and more easily kept up to date.

1.2 Warrington's Local Planning Framework therefore consists of a suite of documents as illustrated in Figure 1.1. Together these documents set the framework to guide decisions in the borough over the next 15 years about a wide range of activities that shape areas, from the role of the town in the economy, the health of the Town Centre, and how future housing needs can be accommodated, to the location of new schools and opportunities for outdoor play for children.

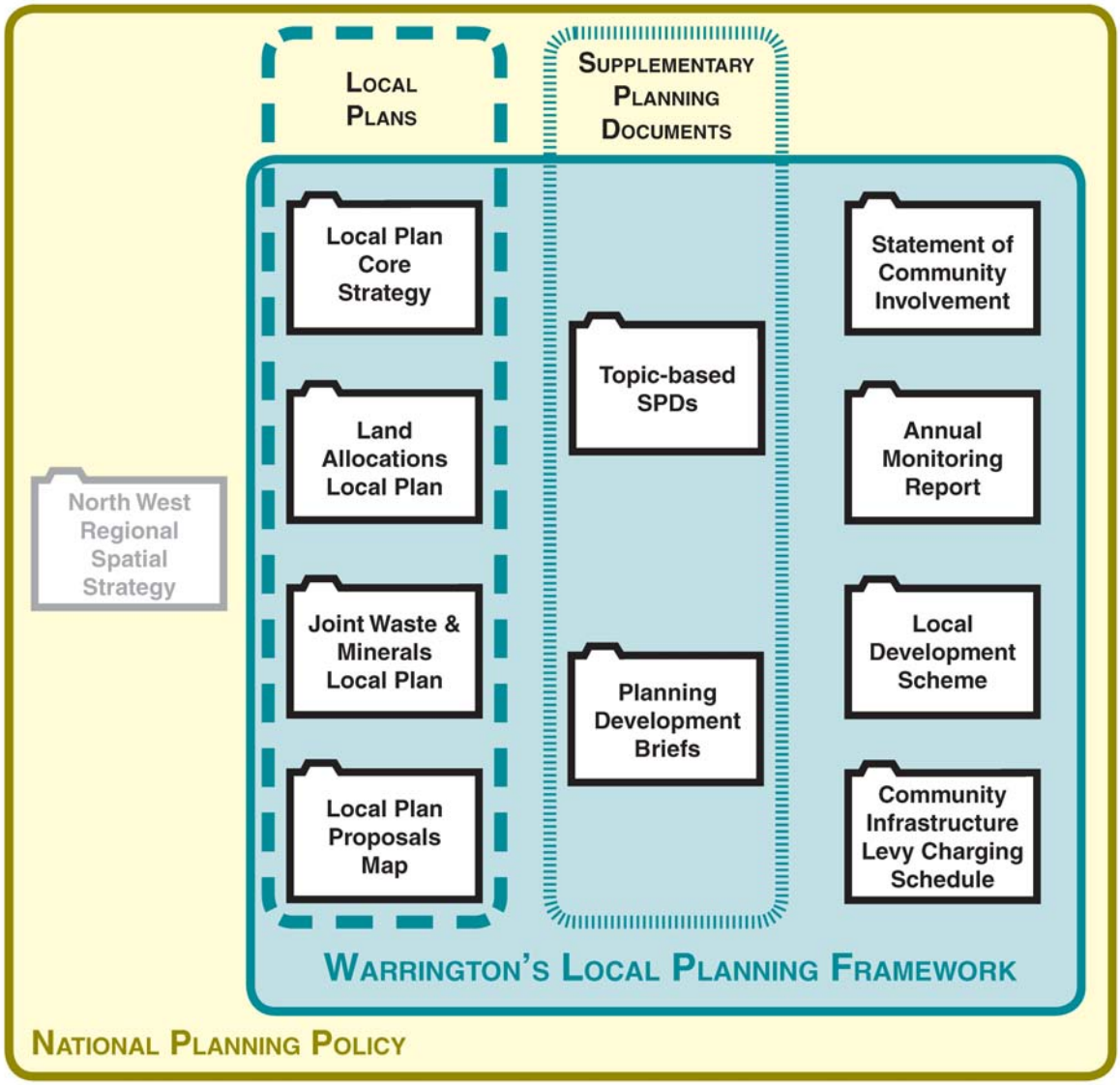

Figure 1.1 Warrington's Local Planning Framework

1.3 The policies against which planning applications will be assessed are contained within Local Plans. As brought forward, in a phased manner these Local Plans will gradually replace the Council's existing plan - the Unitary Development Plan (UDP).

1 Introduction

1.4 The **Core Strategy** is the Council's first Local Plan to be prepared and is the key document from which all other Local Plans will follow. A Proposals Map which shows the boundaries of those policies within the Council's adopted Local Plans which have an area or place specific implication has also been produced alongside the Core Strategy.

1.5 The Local Development Scheme (LDS) provides further details on and a timetable for the preparation of documents within the Local Planning Framework. The Local Planning Framework also includes a number of Supplementary Planning Documents (SPDs) which provide further details and guidance on how some policies within the Core Strategy and other Local Plans are to be implemented. A number of these documents, which generally cover thematic based issues or which provide a framework for the development of specific sites, are already in place. The need for others will emerge as preparation of the Local Planning Framework progresses or following the review of existing elements of Local Plans.

1.6 With the exception of the Community Infrastructure Levy Charging Schedule, which will set out required contributions from development in order to deliver the infrastructure needed to support strategic infrastructure in the borough, the remaining documents within the Local Planning Framework generally relate to the process of its preparation and review.

1.7 The Statement of Community of Involvement (SCI) sets out how and when the Council will engage and consult with stakeholders during the process of Local Plan production. The Annual Monitoring Report (AMR) monitors and subsequently reports on an annual basis the effectiveness and outcomes of Local Plan policies and in this regard fulfils a critical role in relation to identifying the need to review existing policies and plans. The Annual Monitoring Report also identifies how the Council is progressing with regards to meeting the timetable for Local Plan document production set out in the Local Development Scheme.

Warrington's Local Plan Core Strategy

1.8 Warrington's Local Plan **Core Strategy** is the overarching strategic policy document at the heart of the Local Planning Framework. It sets out a planning framework for guiding the location and level of development in the borough up to 2027 as well as a number of principles that will shape the way that Warrington will develop between now and then.

1.9 The Council cannot shape Warrington alone. It must continue to work with partners to achieve agreed outcomes. A key partner is the Local Strategic Partnership (LSP) which includes organisations and people who can influence what happens in the borough from Health Trusts to the Environment Agency and the local Chamber of Commerce. The LSP's vision for Warrington is expressed in their Sustainable Community Strategy (SCS) and the Core Strategy, seeks to translate this vision into on the ground activity. Work is currently underway on developing a Health and Well Being Strategy which will replace the existing Sustainable Community Strategy.

1.10 The other key partner is the private sector, companies and individuals who choose to invest in the borough's economy and deliver the homes, jobs and supporting services that Warrington will need in the future. The Core Strategy aims to ensure that this investment goes to the right places at the right time and that the resulting developments are sustainable.

1.11 In addition to the LSP's overarching vision, the Core Strategy contains a series of visions which relate to thematic issues and specific places. Each of these visions sets out how each issue or place is expected to change over the plan period and is followed by a number of strategic objectives which outline the general policy directions that need to be pursued in order to realise the vision.

1.12 The Core Strategy then sets out a series of core, borough-wide and place specific polices for addressing the vision and objectives and it is these which provide the framework for guiding and co-ordinating future public and private investment in Warrington and for promoting a more positive and proactive approach to managing development within the borough. In addition to being used to determine planning applications these policies also provide a starting point for preparing more detailed policies and site specific proposals likely to be contained in other Local Plans, such as the Land Allocations Local Plan and Joint Waste and Minerals Local Plan, as well as Supplementary Planning Documents.

1 Introduction

How the Core Strategy has Emerged

1.13 The Core Strategy has been developed over a period of three years through a comprehensive and inclusive process which has so far entailed;

- collecting the evidence
- identifying the issues and defining the sustainability principles
- developing a vision
- generating options and alternative strategies
- evaluating options and alternative strategies
- selecting a preferred option and strategy
- drafting detailed policies
- consulting on draft detailed policies

1.14 The key stages of the Core Strategy's production to date, as well as future stages leading to the eventual adoption of this Local Plan, are set out in Figure 1.2.

1.15 Each stage of the process has involved engaging with the public and stakeholders and the outcomes of this consultation have been important in shaping and refining the spatial strategy and detailed policies. The Sustainability Appraisal and Habitat Regulation Appropriate Assessment, which are published separately alongside the Core Strategy, have also been an integral part of the process having informed each stage of the strategy development.

1.16 To ensure that the Core Strategy remains as succinct, focused and therefore as user-friendly as possible, much of the reasoning and explanation as to why the approach being followed has been chosen, and why alternative options and strategies have been rejected, is set out in a series of background papers which have been published separately but alongside the Core Strategy. The extensive evidence base and all work associated with previous stages of the Core Strategy preparation are also available alongside the document.

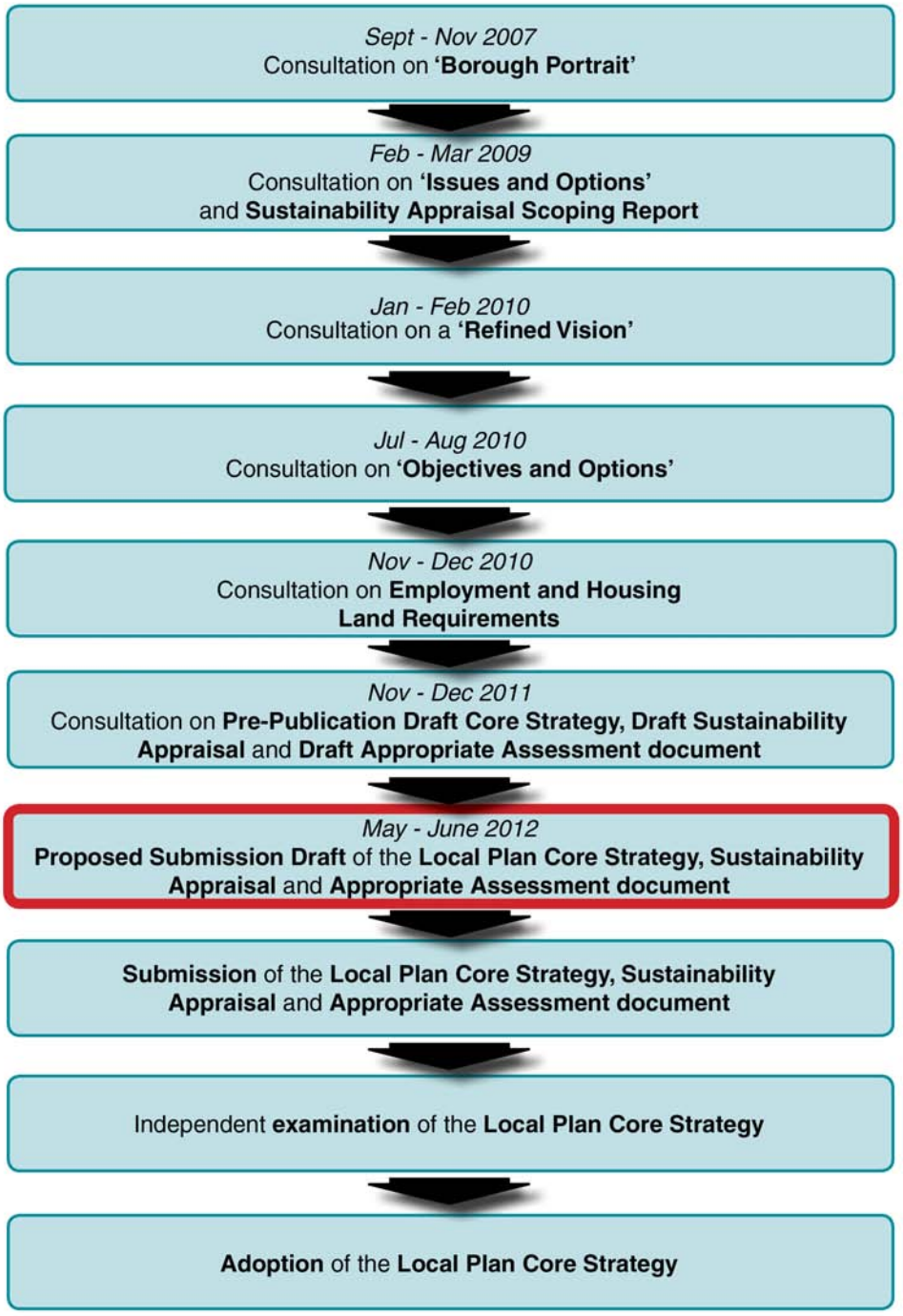

Figure 1.2 Key Stages of Core Strategy Production

2 Warrington Borough - A Spatial Portrait

2.1 Warrington Borough is the most northerly of the local authorities in the Cheshire area. It shares boundaries with Halton, Cheshire West and Chester, Cheshire East, and the four metropolitan boroughs of St Helens, Wigan, Salford and Trafford. The borough covers some 176 square kilometres and, at midyear 2010, was estimated to have a population of approximately 198,900, of which 98,500 (49.5%) were males and 100,400 (50.5%) were females, living in some 82,000 households. Average household size for Warrington at the 2001 Census was recorded as 2.41 people, slightly in excess of the number recorded for the region and England and Wales.

2.2 The borough consists of a predominately 'White British' ethnic make up, with the mid-2009 population estimates recording only 4.1% of the resident population as being non-white, which is an increase of 2% over the figure recorded by the 2001 Census (2.1%). The current figure compares to 12.4% in England. In terms of age profile, the borough has an ageing population which is exacerbated by the legacy of a New Town demographic created during the rapid increase in population in the 1970s and 1980s which is now moving towards retirement. This will have implications for Warrington in terms of economic activity, economic growth, consumer spending and the range of leisure, retail and social service activities required. It will also exert significant pressures on the borough's health and care services.

Evolution of the Place:

2.3 The town of Warrington, which is by far the largest settlement in the borough, owes its existence to the presence of a crossing point across the River Mersey, the importance of which can be traced back as far as pre-roman times. Following the arrival of the Romans, this crossing point was subsequently incorporated into an important north-south route, which is now known as the A49. This route dissected the historic west to east routes and substantially influenced how the town and subsequently the borough and particularly the town has developed to date.

2.4 On the back of its connectivity the settlement of Warrington established itself as a market town in the medieval period, centred on the historical axis of Bridge Street, Horsemarket Street, Sankey Street, and Buttermarket Street, which today constitutes the heart of the Town Centre as we know it. The town's role as a market town has prevailed right through to the present day.

2.5 By the mid 19th century, Warrington began to emerge as an industrial town at which time it began to steadily expand. It was during this time that the railways and ship canal arrived into the area which connected Warrington to London in the south; Glasgow in the north; Liverpool to the west; and Manchester to the east - links which still exist today.

2.6 By the early 20th century, Warrington had become a fully fledged industrial town. Development was no longer centred on the historic axis, but instead extended out from the axis in all directions. The axis however remained the back bone of the town's urban form as well as the heart of the town's social and municipal life.

2.7 In 1968 Warrington was designated as a New Town, primarily to take economic advantage of its unique position at the hub of the region's communication network, evidently aided by the arrival of the regions motorways. The Warrington New Town Outline Plan, approved in 1973, set out a strategy to expand the town's population from about 120,000 to 200,000 by the year 2000. Whilst the planned rate of growth was not fully achieved, the town physically expanded further outwards, the population grew significantly and the growth that took place has markedly changed the status, profile and character of the town. As a result Warrington has evolved from being a medium-sized industrial town to the home of major national and international companies, attracting working people from across the region.

2.8 Since the end of the New Town era, strategic planning policies sought to arrest outward growth of the Town partly through recognition that it was nearing its natural limits to expansion and partly through recognition that the New Town development had remarkably little effect on the older urban areas of Inner Warrington. Recent efforts to date have therefore focused on regenerating and 'restructuring' the older core of WarringtonTown.

2.9 The town's historical development is illustrated in Figure 2.1, with the historic axis amplified to stress its significance.

2.10 After many years of change the challenge for Warrington is to establish a new identity which values its origins as a market town and gateway in the region and which reinvigorates a sense of place and pride in the town.

Figure 2.1 Historical Development of the Town of Warrington

Warrington within the Region:

2.11 Warrington lies at the hub of the region's communications network. The M6, M56 and M62 motorways intersect within the borough, providing good access to all parts of the region and beyond. Warrington also lies on the region's main North-South (West Coast Main Line) and East-West (Trans-Pennine) rail routes. The borough is also traversed by the Manchester Ship Canal, an important commercial waterway linking the Port of Manchester with the Mersey. Manchester International and Liverpool John Lennon Airports both lie within easy reach. Warrington's excellent connectivity is not solely confined to conventional transport routes. Green corridors such as the strategically important River Mersey, Trans Pennine Trail and regionally significant Bridgewater Canal act to highlight the potential of the borough's greenway network in fulfilling active travel objectives. This connectivity has enabled the borough to develop a strong and resilient economy with the town constituting a significant centre of employment in the North West, and being widely recognised as a key driver and contributor to the North West's economy.

2.12 Warrington's place within the Region is illustrated in Figure 2.1, where the borough's central location in the Atlantic Gateway[1] and the region can be seen.

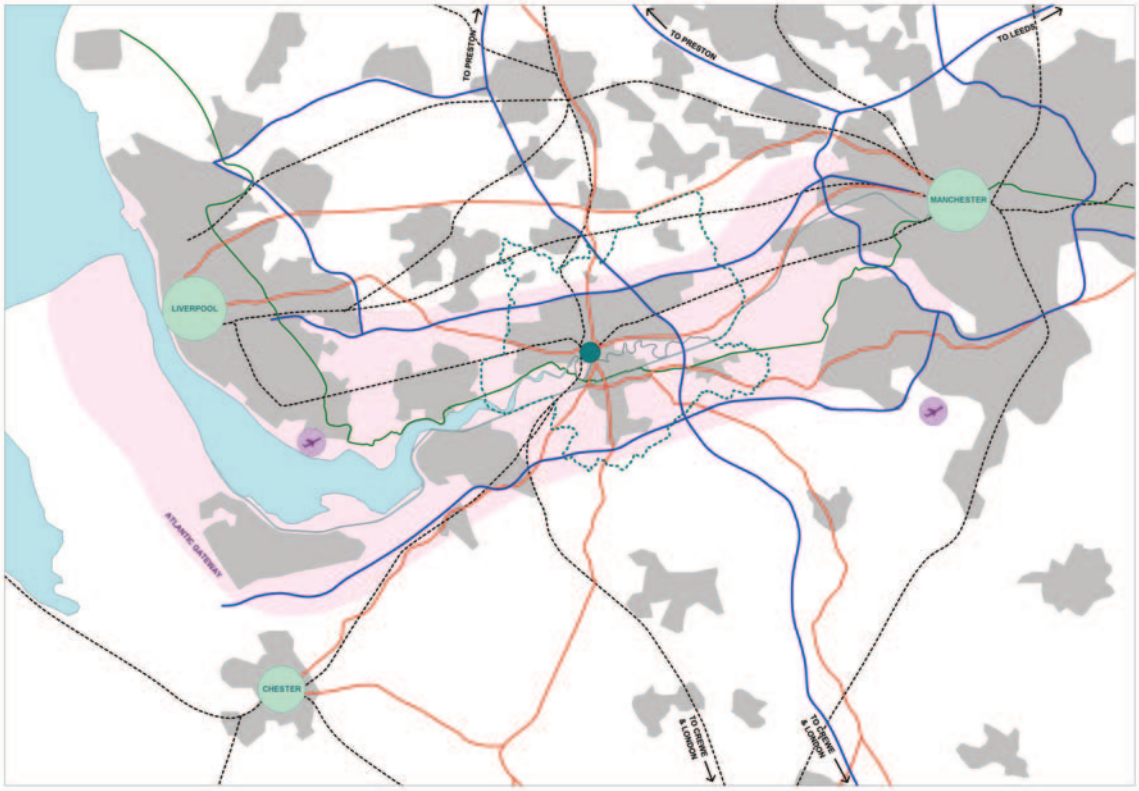

Figure 2.2 Warrington within the Region

Warrington's Prosperity and Vibrancy:

2.13 Warrington has a strong and resilient economy. Since the changes brought about by the New Town growth, which gave rise to a new workforce and new employment opportunities, Warrington has developed a strong labour market. In terms of employment measures, Warrington is a highly performing location on a national basis. Current land take up is good, and the borough has a strong and diverse land and premises offer.

1 The Atlantic Gateway is a Peel Holdings led initiative which seeks to capitalise on a unique economic opportunity focused on a corridor between Liverpool in the west and Manchester in the east which follows the alignment of the River Mersey, its estuary and the Manchester Ship Canal

2.14 Despite a strong labour market, high levels of skills and strong growth in workplace earnings, there are some areas in Warrington with high levels of deprivation and the share of increasing prosperity has not been evenly distributed. Worklessness, whilst below national average measures, is an issue in some areas of the borough with the lack of connectivity between areas in need and employment opportunities partly to blame.

2.15 The Town Centre is a sub-regional centre which serves the borough and surrounding areas, but its catchment in the wider region is limited by those of the three regional centres - Chester, Liverpool and Manchester. Warrington's designation as a New Town led to the decentralisation of retailing to district centres in suburban locations and Gemini Retail Park in an 'out of' centre location. These sites now compete directly with the Town Centre and continued out of centre development poses a significant threat to the vitality and viability of the Town Centre.

2.16 The Town Centre has a strong retail offer but little diversity in terms of leisure and visitor facilities and a limited evening economy. Evidence indicates that the catering (including cafes, bars and restaurants) sector is underrepresented in the Town Centre compared with national averages in terms of the number of units and amount of floor space. The same is true of town centre offices and the reality is that the the diversity of the town, for a sub-regional centre, is not good.

2.17 In terms of the visitor economy, the borough benefits from a number of key attractions and assets which are visited by residents within the borough and from elsewhere, such as Gullivers World, the Halliwell Jones Stadium and Walton Hall Estate. Heritage and natural environment assets, and particularly the borough's strategic green links, also contribute to tourism in the borough and the local economy.

Warrington's Neighbourhoods:

2.18 Although Warrington is a prosperous borough, it is also an unequal one and a key defining feature of Warrington is the marked differences in prosperity and quality of life within the borough. The 2010 Indices of Multiple Deprivation (IMD) identify that there are 11 Warrington SOAs which fall into the 10% most deprived nationally - a figure which has not changed from 2007. At the other end of the scale, 39 Warrington SOAs are ranked amongst the 20% most affluent nationally.

2.19 With regards to health and disability deprivation, a significant percentage of the borough's SOAs rank amongst the worst nationally. These communities with the poorest health and disability levels are geographically concentrated within the Town Centre and Inner Warrington. Lifestyle factors are also worse in areas of relative deprivation. Poor self reported health, sedentary lifestyle, smoking prevalence, poor diet behaviours and being overweight are all worse in the Town Centre and Inner Warrington. More generally, the trend in Warrington is of improving health and although the rate of improvement is faster than England as a whole, deaths from all causes are currently above the English average. The gap between Warrington and England averages is narrowing but there is still some way to go.

2.20 The need for new homes within the borough has remained as important in the recent past as it did during the planned expansion of Warrington during its former designation as a New Town. In recent years for example, and aside from providing much needed new market and affordable homes to meet the needs of local people, the delivery of new homes has spearheaded the towns regeneration and renewal efforts which have revived and revitalised much of the older core of Warrington - acting as a catalyst for physical change and often well needed investment in social and environmental infrastructure as a means of countering deprivation.

2.21 The supply of new homes has been buoyant in recent years with significant levels of new homes delivered in the height of the recent development boom. Over 90% of new homes have been delivered on previously developed land and local monitoring has revealed that a healthy mixture of dwellings in terms of type and size has been delivered. Vacancy rates in the existing stock are lower than regional and national averages.

2.22 House price data for Warrington, taken from Land Registry data closely mirrors the experience found nationally in that house prices grew strongly within the borough between 2002 and 2007, with particularly strong growth between 2002 and 2004. Owing to the national housing market downturn brought about by the realisation of the scale of bad debt that banks had, prices have however since fallen, with the lowest prices being recorded in Warrington in early 2009. Prices since this low was experienced have remained relatively static with the average house price in Warrington at July 2011 standing at £141,988, somewhat lower than the national average of £163,049. A similar analysis for sales volumes again reveals that local trends closely mirror those experienced nationally with the lowest number of sales being recorded in the last decade occurring in early 2009.

2.23 Evidence on housing need suggests that, partly on the back of economic success and changes in demographics, an increased supply of future new homes is required, and makes clear that there is a significant shortfall of affordable homes within the borough. The most recent Strategic Housing Market Assessment (SHMA) suggests that over 400 additional new affordable homes need to be provided in the borough each year, with supply simply unable to keep pace with demand. The major reason affordable need is high is that the average house price is between 5 and 6 times average household incomes. This trend is not however unique to Warrington with the neighbouring Mid Mersey authorities of Halton and St. Helens also recording similar levels.

2.24 Data from the Council of Mortgage Lenders shows that in December 2007 the average income multiple for first time buyers (nation-wide) was 3.38 and that by March 2009 this had reduced to 3.00. When mortgage lending is coupled with house prices outstripping household incomes the consequence is that the number of first time buyers within the borough and wider sub-region will continue to be restricted.

2.25 The Council's 2007 SHMA identified that almost 50% of first-time buyers within Warrington over the period 2005 to 2007 were 30 years or older, with the average age at just over 32 years. Whilst no new data is available it is likely that the average age within the borough has increased in tandem with the national trend which various sources suggest was at 38 in the Spring of 2011. The reality is that many households are currently and likely to continue experiencing difficulties in accessing the owner-occupied market within the borough.

2.26 With regards to neighbourhood services, evidence suggests that the borough's residents enjoy good access to a network of defined local retail and service centres. More recently within the borough, service delivery is being offered through a neighbourhood 'hub' model which brings together a range of public and in some instances private services into one place.

Warrington's Built and Natural Environment:

2.27 Warrington has extensive areas of high-grade agricultural land, a varied landscape character, and important areas of nature conservation value, mostly within the relatively narrow gaps of open land separating Warrington from neighbouring towns and smaller settlements within and beyond the borough. These areas have been well protected to date primarily through an established and adopted Green Belt.

2.28 The borough's environmental assets, including its sites of international, national and local importance for biodiversity, must continue to be protected and opportunities need to be taken to enhance their function and value, including improving linkages between them, through employing a Green Infrastructure and hence more holistic approach. Strategic green links include the Mersey Valley corridor and Sankey Valley Linear Park, from which a series of wider and parallel links can be accessed.

2.29 The Mersey Valley Corridor constitutes a wide tract of land (exceeding 2kms in places) extending across the borough from Fiddlers Ferry Power Station in the west, to Hollins Green and the flood plain of the River Bollin in the east. Its value lies in the mix of river valley habitats, notably wetlands, in the context of the Mersey Estuary as a whole - one of the largest estuaries in Europe and supporting internationally important numbers of birds.

2.30 Sankey Valley Linear Park is an important corridor which runs north-south for over 6 kilometres through Warrington, linking the Green Belt to the north, to the River Mersey in the south. It is characterised by 'new town' ecology-led landscaping adjoining Sankey Brook and the St HelensCanal, and is important for flora and fauna as well as leisure, recreation and opportunities for active travel.

2.31 With regards to the built environment, the borough possesses a valuable legacy of heritage assets. There are a small number of scheduled monuments, approximately 350 listed buildings, 16 conservation areas and a large number of buildings with local architectural or historic interest within the borough. These need to continue to be protected.

2.32 The borough's carbon footprint emissions are dominated by Fiddlers Ferry Power Station which in 2006 emitted some 8.7 million tonnes of C02. Most of these emissions cannot however be attributed to Warrington since the electricity generated by the power station is mainly being used outside of the borough. Excluding Fiddlers Ferry, the borough's C02 emissions, as estimated in 2006, were approximately 2.4 million tonnes per year. 40% of this comes from the business sector reflecting the presence of several intensive energy users (mainly the chemicals industry) in the town. Road transport accounts for 37%, a figure which is almost certainly boosted by motorway traffic passing through the borough, with the domestic sector making up the remaining 23%.

2.33 Minimising the causes of, and adapting to the impacts of climate change is a key issue in Warrington. The town is built on the flood plain of the River Mersey and at the head of its tidal estuary. It is at risk from many different sources of flooding. The main source being the River Mersey and its five key tributaries, but it is also susceptible to flooding from from ordinary watercourses, surface water runoff and sewer flooding. In addition there are some residual risks associated with artificial water bodies such as the Bridgewater Canal, the Manchester Ship Canal, and reservoirs. The extent of areas at risk from tidal flooding at the historic heart of the town mean that the effects of climate change are potentially significant, particularly in central Warrington. The Manchester Ship Canal does however play a vital role in managing fluvial flood risk along the Mersey, significantly reducing the incidence of flooding from fluvial flows.

Making Warrington Work:

2.34 Warrington is not a free-standing, self-contained town. It is part of a complex network of places, within which people exercise their choice of location for residence or business, and their destination for employment, shopping, education, health treatment, leisure and entertainment. These interactions between places mean that plans and proposals in Warrington will have implications for neighbouring authorities, and vice versa, not least in terms of exacerbating stresses already being experienced on the strategic road network.

2.35 The borough comprises of a series of settlements alongside the town of Warrington, and even within the town there are a number of distinct areas or places. The largest of the borough's outlying settlements are Lymm, Culcheth and Burtonwood. These play largely 'dormitory' roles but also provide a limited range of services to their residents. These along with a number of smaller settlements are, since 2006, protected from peripheral expansion by the extent of the Green Belt within the borough. Improving connectivity between these places and the town of Warrington is an important issue.

2.36 The growth of the borough has led, in part to Warrington attracting more journeys to work each day than it generates. As a result of dispersed New Town development patterns, Warrington is a car dependent town, with a lower percentage of households without access to a vehicle than the rest of the UK or the North West and a higher percentage of households with more than one vehicle. Consequently the borough's infrastructure has to deal with considerable traffic movements on a daily basis, particularly in the morning and evening peaks. These traffic movements continue to grow with development and redevelopment pressures both within and outside the borough.

2.37 Two significant waterways pass through the main urban area; the River Mersey, which passes close to the Town Centre and, further south, the Manchester Ship Canal. These waterways are a defining part of the town's character. Whilst there are several crossing points for both, they continually

provide challenges to the north-south movement of traffic across the borough. This is an issue that is likely to grow in importance with proposals to increase the use of the Manchester Ship Canal for the movement of freight between Manchester and the Port of Liverpool.

2.38 Because of its location between the major conurbations of Merseyside and Greater Manchester, Warrington has become a major importer of waste. Sites within the borough have been used for disposal of waste transported by road. This has been detrimental to the quality of life of residents in some parts of the borough. Moving forward, this presents a challenge to the Council and its partners to aim to reduce the dependency on landfill sites whilst supporting the principles of regional waste management.

2.39 Due to the technical nature of waste, and uncertainty with regards to changes in relation to the regional and national context, it has been concluded that the most appropriate way to plan for waste is through the production of a separate Local Plan as opposed to through the Core Strategy. A similar approach has also been employed with regards to planning for minerals.

3 How this Document Works

3.1 This document is made up of five inter-related key parts.

3.2 The **Core Strategy** element of the document sets out the overarching spatial strategy for the borough through:

- setting out the strategic vision for Warrington as to how it will look and function in 2027
- articulating this vision in an illustrative form through a key diagram
- identifying the strategic objectives that need to be met in order to realise the vision
- setting out the core policies which will guide investment and development to ensure that the objectives are satisfied and that the vision therefore becomes reality.

3.3 The **Borough Wide Strategy** element of the document sets out a number of detailed policies which follow from the core policies. These have been structured around four broad themes:

- Creating prosperity and vibrancy
- Strengthening neighbourhoods
- Securing a high quality environment
- Making the place work

3.4 Within each of these broad themes a series of sub-themes have been identified with each structured as set out Figure 3.1.

Figure 3.1 Understanding the Borough Wide Strategy sections of this document

3.5 The **Place Making** section of the document sets out a number of detailed and place specific policies for six different areas of the borough as follows:

- Warrington Town Centre
- Inner and North Warrington
- West Warrington
- East Warrington
- Stockton Heath and South Warrington
- The Countryside and its constituent settlements

3.6 For each of these areas the content is structured as set out in Figure 3.2.

Figure 3.2 Understanding the Place Making sections of this document

3.7 The **Development Management** section of the document does not set out actual policies. Instead the more detailed policies for determining planning applications are spread across the document in the aforementioned sections. The Development Management section is however intended to assist potential developers and applicants ensure that they have considered all policies of relevance which will follow from an assessment against Policy CS1. Policy CS1 sets out the principles of what the Council consider to constitute sustainable development and the Development Management section therefore comprises of a table which sets out where each of the criteria of CS1 are considered in more detail within the document. This approach helps reinforce that the Core Strategy should be read as a whole and that applications for planning permission will be considered against all relevant policies within the document.

3 How this Document Works

3.8 The **Delivery and Monitoring** section of the document sets out who the key delivery partners are with regards to achieving the objectives and hence visions expressed within each sub section of the document. The policies within the Core Strategy will guide these efforts and their effectiveness in succeeding will therefore be monitored on an ongoing basis. The findings from this work will be reported on annually through the Council's Annual Monitoring Report and this section therefore brings together into one place each of the specific indicators which will be employed for this process.

4 Strategic Vision

Vision - in 2027:

Warrington is one of the best places to live and work in the UK, where everyone enjoys an outstanding quality of life.

The town continues to be a key economic driver for the surrounding area and it's pivotal location within the 'Atlantic Gateway' is an advantage to residents and businesses and gives them unrivalled access to both the Manchester and Liverpool conurbations and national transport infrastructure.

The town has grown by strengthening its existing neighbourhoods especially in areas around the Town Centre. Investment has regenerated these areas and made the best use of infrastructure as well as providing high quality, safe and secure living environments that meet residents needs and encourage healthy lifestyles. The focus on regeneration has limited outward growth of the town and has enabled the continued protection of the Green Belt.

The rivers and waterways continue to play a significant role in the borough reinforcing the unique character of Warrington and providing a new focus in the Town Centre as well as recreation and sustainable transport opportunities. The Town Centre has reinvented itself as a well connected employment and business location. This has helped to diversify and strengthen the centre which now serves the borough's population better as well as being attractive to a growing number of visitors.

Those who live and work within the borough enjoy access to an extensive network of Green Infrastructure, which is effective in fulfilling a wide range of functions at the heart of which is supporting a diverse range of flora and fauna and protecting against the impacts of climate change. The unique elements of the historic built and natural environment that Warrington possesses are looked after; well managed; well used and enjoyed; and also contribute to a successful local economy and the attractiveness of the Town Centre.

The borough is home to a highly skilled workforce that serves the local economy well and the town continues to be a focus for employment for a wide area - reinforced by the development of significant sites in and immediately surrounding the borough.

New housing has focused on achieving the outcomes of regeneration and creating sustainable communities and has delivered the homes needed to meet identified general and specialised housing needs. This has helped reduced commuting and has contributed to the population growth that was necessary for Warrington to sustain and enhance its economy and services.

The borough's carbon footprint has reduced and new development is generating a proportion of its energy needs from renewable sources. Locating new development in accessible locations and securing changes in travel modes and patterns has assisted in securing this reduction and alongside providing appropriate infrastructure contributed to making it much easier to get to and around the town to access services and employment opportunities without a car.

The borough has sufficient facilities to meet its own waste management needs and the only wastes sent to landfill constitute residual waste with no further potential for recycling or re-use. Quantities of municipal, commercial and industrial wastes imported into the borough have been significantly reduced through collaborative working with adjacent authorities to help them achieve maximum self sufficiency and lower levels of residual waste for disposal.

5 Key Diagram

Figure 5.1 Warrington Core Strategy Key Diagram

6 How we are going to get there

Strategic Objectives

In order to achieve this vision, we have a number of overarching guiding principles in the form of **Strategic Objectives**:

W1 To secure the regeneration and renewal of the older areas of the town, strengthen existing neighbourhoods and make the most efficient use of infrastructure, ensuring development brings benefits to their host communities whilst:

- delivering a minimum of 10,500 new homes (equating to 500 per year) between 2006 and 2027, and
- supporting growth in the local and sub-regional economy by providing 277 Hectares of employment land between 2006 and 2027.

W2 To maintain the permanence of the Green Belt in the borough and protect it from inappropriate development.

W3 To strengthen the role of Warrington Town Centre as an employment, retail, leisure and cultural destination as well as a transport hub for the borough and the wider region

W4 To be as accessible as possible whilst reducing the need to travel and providing opportunities to move people and goods by non-car modes.

W5 To secure high quality design which reinforces local distinctiveness and protects, enhances and embraces the borough's built and natural assets.

W6 To minimise the impact of development on the environment through the prudent use of resources and ensuring development is energy efficient, safe and resilient to climate change.

Strategic Policies

We will therefore apply the following **policies**:

Policy CS 1

Overall Spatial Strategy - Delivering Sustainable Development

Throughout the borough, development proposals that are sustainable will be welcomed and approved without delay.

To be sustainable, development must accord with national and local planning policy frameworks, taking into account other material considerations, and must, in no particular order, have regard to:

- the planned provision made for economic and housing growth;
- the requirement to provide for recognised and identified development needs;
- the priority afforded to the protection of the Green Belt and the character of the countryside;
- the priority afforded to accommodating growth in Inner Warrington through the use of previously developed land;
- the importance of sustaining and enhancing the vitality and viability of the Town Centre and other designated centres that act as community hubs;
- the need to develop sites, services and facilities in appropriate locations accessible by public transport, walking and cycling;
- the need to make the best use of existing transport, utility, social and environmental infrastructure within existing settlements, and ensure additional provision where needed to support development;
- the need to address the causes of and be resilient to the effects of climate change;
- the need to sustain and enhance the borough's built heritage, biodiversity and geodiversity;
- the importance of prudently using resources and maximising re-use, recovery and recycling where possible;
- the need to safeguard environmental standards, public safety, and residential amenity;
- the delivery of high standards of design and construction, that have regard to local distinctiveness and energy efficiency; and
- the need to improve equality of access and opportunity.

The Council's approach will always be to work proactively with applicants jointly to find solutions which mean that proposals can accord with the development plan and be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

Policy CS 2

Overall Spatial Strategy - Quantity and Distribution of Development

Sufficient land for housing, including conversions of existing buildings, will be provided to accommodate an annual average of 500 dwellings (net of clearance) between April 2006 and March 2027, and a minimum of 10,500 dwellings over the whole period.

Provision will be made for up to 277 hectares of land for business, general industrial and storage/distribution uses (principally Use Classes B1, B2 & B8) over the period 2006 to 2027, to support growth of the local and sub-regional economy.

The town of Warrington will continue to function as the primary settlement in the borough. The following principles will determine the detailed distribution of development through the Core Strategy period:

- The general extent of the Green Belt and the detailed boundaries as indicated on the Core Strategy Proposals Map will be maintained for as long as can be seen ahead and at least until 2032;
- Within the Green Belt area, development will only be allowed where it is considered to be appropriate in accordance with national policy;
- The re-use of previously developed land within defined settlements[(2)] will be prioritised and at least 80% of all new homes within the borough will be delivered on previously developed land;
- Around 60% of new residential development should be delivered in the defined Inner Warrington area. The remainder will be delivered in the town's suburbs and to a lesser extent within the borough's defined settlements
- Should monitoring indicate that additional housing supply is necessary in the longer term to maintain delivery and meet housing needs, the Council will consider bringing forward land sourced from one or a combination of the strategic locations as set out in Policy CS9, along with other presently unidentified sources within the built up areas of the borough;
- Defined centres, primarily Warrington Town Centre, will maintain their role and status by being the focus for further retail and leisure development investment, and by strictly controlling inappropriate out of centre retail developments;
- The Town Centre will be promoted for office development to re-establish the centre as an employment location with excellent public transport from all areas of the borough and beyond;
- The main focus for other business, general industrial and storage / distribution development (B1/B2/B8) will continue to be the existing employment areas of the town principally Birchwood Park, Gemini & Winwick Quay (within the wider A49 corridor), together with further sites at Woolston Grange and the strategic location of Omega and Lingley Mere.
- Major Warehousing and Distribution developments will be located away from areas sensitive to heavy vehicle movements, with direct access to the Primary Road Network, and where possible with access to rail and/or the Ship Canal.

All new development should where appropriate make provision for supporting infrastructure in accordance with Policy MP10.

2 Comprising the town of Warrington and those settlements listed in Policy CC1 of the Core Strategy

Policy CS 3

Overall Spatial Strategy - Transport

In order to support Warrington's role as a regional transport gateway/interchange, the Council and its partners will:

- support the implementation of the national high speed rail network including where possible links through Warrington to the wider region and sub-region;
- seek to retain the status of and welcome initiatives to improve and modernise Bank Quay , Central and other Rail Stations with their associated routes and connections;
- support sustainable economic activity generated and sustained by the Manchester Ship Canal;
- promote the implementation of the Arpley Chord line to improve rail freight movements interchanging between the west coast main line and the line west to Southern Widnes, Ditton and the port of Liverpool and unlock future development land in the Waterfront Strategic Opportunity;
- work together to assess the impacts of transport initiatives outside of the borough to inform their implementation and any necessary mitigation measures.

Using the principles set out in Policy CS2, development will be located to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally.

The Council will support improvements to Warrington's Transport Network that:

- look to integrate with transport networks both within and outside Warrington to enhance the sustainability of cross boundary travel and reduce commuting by car;
- strengthen public and sustainable transport links between recognised areas for business, general industrial and storage/distribution uses, the Town Centre and Inner Warrington, focusing particularly on areas of deprivation;
- improve access to the Town Centre, health facilities, education, culture, leisure and the natural environment by all modes, especially by walking and cycling;
- reduce the impact of traffic on air quality and reduce carbon emissions to help tackle climate change.

Early consultation with the Highways Agency will be necessary for any proposal that may affect the Strategic Road Network. In particular, efforts should be aimed at reducing the proportion of car-borne commuting and education trips made during peak periods and tackling the most congested parts of the Strategic Road Network notably the M6, M56, and M62. This is particularly relevant to development proposals under consideration in the Core Strategy and to the subsequent Land Allocations Local Plan. It will be necessary for the Council, developers, and the Agency to identify and agree mitigation measures where required.

Policy CS 4

Overall Spatial Strategy - Green Belt

The Council will maintain the established extent of the Green Belt for as far as can be seen ahead and at least until 2032, in recognition of its purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns from merging into one another;
- to assist in safeguarding the countryside from encroachment; and
- to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

The boundaries of the Green Belt in Warrington, which is contiguous with the Green Belt in Merseyside, Greater Manchester, and North Cheshire, are shown on the Proposals Map.

The strategic locations set out in Policy CS2 - Quantity and Distribution of Development provide for significant growth throughout and beyond the plan period and will only be released through the monitoring and management set out in the Borough Wide Strategies. There is therefore no need to review Strategic Green Belt boundaries during the plan period.

A minor detailed change to the approved Green Belt boundary in the Warrington Unitary Development Plan has been made at Bents Garden Centre, Glazebury.

Policy CS 5

Overall Spatial Strategy – Strategic Green Links

The Council will work with partners to develop and adopt a strategic approach to the care and management of the borough's Green Infrastructure. A key focus of these efforts will be on reinforcing, and maximising the environmental and socio-economic benefits from, those Strategic Green Links which connect the borough to the wider sub-region such as:

- The Bridgewater Canal
- The Mersey Valley;
- The River Bollin;
- Sankey Valley Park and St. Helens Canal;
- The Transpennine Trail; and
- Bold Forest Park

The Council is committed to supporting wider programmes and initiatives which seek to connect the borough's Strategic Green Links with employment areas, residential communities, and Green Infrastructure Assets including the Manchester Mosses, Mersey Forest, Walton Hall Estate and the potential significant country park in the Arpley area when landfill operations have finished and restoration is complete.

How we are going to get there

Figure 6.1 Strategic Locations and Opportunities

A number of strategic locations have been identified. These are locations that are of importance to the Overall Spatial Strategy either by being a focus of development over the plan period or by being considered for possible future development in the medium to longer term to meet identified needs and avoid the release of Green Belt land. More detailed Supplementary Planning Documents or Development Briefs will be brought forward for these locations as and when considered appropriate.

The first two strategic locations will be important to support economic growth within the plan period.

As set out in CS2 and the place making chapter, the Town Centre is the focus of the borough for retail, leisure, culture, entertainment and businesses. The health of the Town Centre is fundamental to the economy of the borough as a whole:

Policy CS 6

Strategic Location - The Town Centre

The Council will support development in the Town Centre where it supports its viability and vitality and:

- generates job growth, particularly in indigenous sectors, including retail & high value jobs; or
- adds to the provision and attractiveness of the office market in the Town Centre; or
- supports existing, committed and planned public and private investment; or
- increases the diversity of uses and contributes to the day or night time economy; or
- supports the town in its role as a regional transport gateway / interchange and improves linkages to it from the rest of the borough and beyond especially by active travel modes; or
- includes housing development.

Omega and Lingley Mere are widely recognised as a significant employment location for the borough and the wider sub-region. The place making chapter sets out a vision for Omega and Lingley Mere to be a model of good design and sustainability with excellent public transport links:

Policy CS 7

Strategic Location - Omega and Lingley Mere

The 267ha site as shown on the Proposals Map is identified as a strategic location for economic growth to meet the borough's future requirement for land for research and development, light industrial, general industrial and storage / distribution uses (Use Classes B1(b), B1(c), B2 and B8) and to contribute to economic opportunity and growth in the wider sub region. Omega Phases 1 & 2 benefits from existing consents for B1, B2 & B8 development.

Further proposals for office (B1(a)) development at Omega will need to be justified by reference to sequential testing and market appraisal to determine that the development could not be appropriately located on a more accessible central site within or close to the Town Centre in accordance with the Overall Spatial Strategy.

The development of the strategic location has already started at Lingley Mere. The ongoing development of this site for primarily B1(a) and B2 uses in accordance with existing consents and the approved masterplan will continue to be supported.

In the interests of creating a sustainable business community, ancillary uses of an appropriate scale and nature to provide a business services hub to serve the development as a whole, such as leisure, hotel and conference facilities will be supported. Retail and housing development may also be acceptable if they are considered to be of an appropriate scale and nature and comply with national and local policies for out of centre retail development. In all cases such uses should create and / or support a viable commercial hub and will be required to demonstrate:

- the supply and flexibility of employment land is not compromised over the Local Plan period; and
- the proposals would make the overall development of the strategic location more sustainable, viable and attractive to employment developments, primarily within Use Classes B1(b), B1(c), B2 and B8; and
- the release of any land for housing would not compromise the Council's Overall Spatial Strategy with regards the quantity and distribution of development.

The Council will not support proposals to develop the strategic location which seek to develop the remaining extensive and open areas of each site in a piecemeal or disjointed manner. Development proposals should have regard to:

- any proposed phasing of development on the site and the timely delivery of any necessary and agreed mitigation measures and infrastructure, including those agreed by the Highways Agency;
- the need to link employment development to the wider sub region and to adjoining residential areas, especially in Inner Warrington to maximise local employment opportunities that can be accessed by active travel or public transport modes; and
- the need to adhere to policies elsewhere in the Local Plan especially those that relate to sustainable development (CS1), Decentralised Energy Networks and Low Carbon Development (QE1), Green Infrastructure (QE3), ensuring a high quality place (QE7) and active travel and public transport (MP3 and MP4).

In phases of development that have been delivered, future proposals for development or changes of use will be assessed in accordance with Policy PV1 – Development in Existing Employment Areas.

How we are going to get there

The next strategic locations are important to meet other development needs over the plan period and beyond:

Policy CS 8

Strategic Location - Inner Warrington

Inner Warrington will continue to be the focus of development and physical change in the borough.

Development in the area should look to:

- secure the maximum physical and environmental benefits from the re-use and redevelopment of underused, vacant and derelict land;
- secure the maximum social benefits in order to contribute to the Council's "Closing the Gaps" agenda and address issues within areas of deprivation;
- contribute to the delivery of new homes to help achieve the 60% target set out in Policy CS1, whilst ensuring that a mix of housing in terms of type, size and tenure is delivered to help meet identified needs and ensure that an attractive and balanced housing offer is available; and
- ensure accessible employment and training opportunities for the local population are maintained and improved.

Policy CS 9

Strategic Locations - Appleton Cross, Grappenhall Heys, Peel Hall and Pewterspear Green

Appleton Cross, Grappenhall Heys, Peel Hall and Pewterspear Green have been identified as strategic locations which could accommodate housing growth in the longer term to avoid the need to release Green Belt land for development.

In accordance with the Council's Overall Spatial Strategy, proposals for housing development at these locations will only be considered should monitoring indicate that additional housing supply is necessary in the longer term to maintain delivery and meet housing needs.

If it is deemed necessary to source additional land from one or a combination of the strategic locations identified within this policy, along with other presently unidentified sources within the built up areas of the borough, the Council will prepare a Land Allocations Local Plan. This process will assess all options for additional land supply available at that time and as identified in the Strategic Housing Land Availability Assessment, and determine the appropriate location(s), scale and rate at which additional land should be brought forward.

If one or any of the strategic locations are allocated for housing, the Council will require a comprehensive approach to the development of the site. Ancillary uses such as employment, retail and appropriate services should be considered as part of any overall proposal where they are considered to be of an appropriate scale and nature, proportionate, ancillary to the housing proposed and necessary in terms of sustainability, viability and attractiveness.

The Council will not support proposals to develop any of the the strategic locations which seek to develop the sites in a piecemeal or disjointed manner.

A number of strategic opportunities have been identified. These locations present important opportunities to contribute to economic growth and other development needs both within and beyond the plan period. Their importance may significantly increase over the Local Plan period.

Policy CS 10

Strategic Opportunity - Waterfront & Arpley Meadows

The wider Waterfront / Arpley Meadows site presents a sizeable opportunity for future development in a central and sustainable location.

The Council will work with partners to unlock the area and provide appropriate infrastructure necessary to bring forward development, including the Arpley Chord. In implementing the Infrastructure Delivery Plan throughout the Core Strategy period, the requirement for additional infrastructure in this area will be borne in mind.

Any future development proposals in the Waterfront and Arpley Meadows area should consider:

- flood risk issues, especially those relating to emergency access and egress. A sequential approach should be taken to locating uses in appropriate locations within the area;
- water quality issues including the effect of any construction activities;
- the need to protect its value as a habitat for biodiversity in line with policy QE3;
- the potential to enhance Green Infrastructure links, especially between the Town Centre, Waterfront and wider Green Infrastructure network; and
- the potential to create a significant country park in close proximity to the Town Centre, including the Arpley tip area when landfill operations have finished and restoration is complete.

Further consideration and guidance on appropriate uses will be provided through either the Land Allocations Local Plan or a Supplementary Planning Document.

The potential of the area to accommodate future development should be a consideration in the design and implementation of development schemes in the south of the Town Centre and development that prejudices or sterilises the future development of this area will not be permitted.

Policy CS 11

Strategic Opportunity - Port Warrington

The developed site in the Green Belt consists of the existing warehouse complex and the adjoining site to the east which together have the capability to become a multi modal port facility utilising the ship canal with an opportunity for rail freight.

The Council will support sustainable economic activity generated and sustained by the Manchester Ship Canal. Opportunities to secure the transfer of port-related freight from road to rail or water will be supported in the context of Port Warrington and the Atlantic Gateway. Account should be taken of:

- the extent to which land-side surface access can assist the transfer of port traffic from road to rail and/or water;
- the effect of the proposed development on traffic movement in the area, both as a result of changing traffic patterns and as a result of swing bridge operation;
- the effect of the proposed development on the health and wellbeing of local communities;
- impacts on the openness of the Green Belt and the character of the countryside;
- the requirement to demonstrate that there will be no significant adverse effects on any European site of International Importance for nature conservation including the Mersey Estuary Special Protection Area / Ramsar site; and
- any adverse effects on other sites of nature conservation importance or water quality, to ensure that these effects are avoided, mitigated or compensated as appropriate.

Any further development at Port Warrington beyond the developed site will have to demonstrate very special circumstances to justify a departure from national Green Belt policy.

Peel Ports in partnership with the Council and others, including Halton Borough Council will develop a land-side surface access plan to accommodate existing and projected freight traffic, to address in particular local congestion at swing bridges.

7 The Strategy in Practise

7.1 This chapter provides an overview of how the strategic policies, and the approaches inherent within them, will work in practise. This explanation is distinct from the 'justification' for the overarching strategy which is instead provided in the succeeding chapter entitled 'why we are taking this approach'.

The Presumption in Favour of Sustainable Development

7.2 National planning policy makes clear that all plans should be based upon and contain the presumption in favour of sustainable development, with clear policies to guide how this presumption will be applied locally.

7.3 The principles of what the Council considers to constitute sustainable development are set out in Policy CS1 at the outset of the plan. All development proposals, regardless of scale or nature, will be assessed against this policy. To assist potential applicants in assessing the sustainability of their proposals against the criteria set out in Policy CS1, Section 18 of the Core Strategy very clearly sets out where each criterion is considered in greater detail by more specific policies of relevance.

The Role of the Strategic Locations

7.4 A number of 'Strategic Locations' have been identified. These are locations that are of importance to the Overall Spatial Strategy. The role of each of these locations can be summarised as follows:

The Town Centre:

7.5 The Town Centre is the primary focus for 'town centre uses' which includes retail, leisure, cultural and entertainment related uses. Mixed use developments inclusive of new homes will be encouraged throughout the plan period in this location in order to help, alongside wider efforts, to revitalise the centre by improving its vitality and viability. The Town Centre is being promoted as an office location, but not exclusively, and in this regard will play an important part in helping to support economic growth. A number of large development initiatives are already being progressed by the public and private sectors within the Town Centre. To aid project planning and the delivery of such initiatives, the Council has to date produced Supplementary Planning Documents (SPDs). Additional SPDs or Development Briefs will be brought forward to support further specific initiatives as and when considered appropriate and necessary.

Omega and Lingley Mere:

7.6 Omega and Lingley Mere are the primary locations for ongoing economic development within the borough. It is envisaged that Omega will meet the borough's future requirement for land for research and development, light industrial, general industrial and storage / distribution uses (Use Classes B1(b), B1(c), B2 and B8) and that Lingley Mere will provide primarily B1 and B2 uses in accordance with existing consents. The existing consent for Omega Phases 1 & 2 also includes B1(a) uses. Owing to the scale and nature of intended development, ancillary uses which support the primary function of the location as a key employment one will be supported. A good example of such an approach can be found within the borough at Birchwood Park where a collection of ancillary services (such as a creche, gym, hotel and conference facilities) constitute a 'Business Services Hub' the scale and nature of which is proportionate to directly supporting the needs of the resident workforce. The introduction of any further uses which do not directly support the resident workforce at Omega would only be supported where proven to achieve a more sustainable development overall or essential to the viability of the wider mix. In both circumstances it would also have to be demonstrated that proposals would in no way undermine any aspect of the Overall Spatial Strategy.

Inner Warrington:

7.7 Inner Warrington constitutes the older core of the town of Warrington and is the focus of the strategy for renewal and regeneration efforts. Owing to the volume of existing housing commitments, delivery rates and potential for further new homes to be delivered on previously developed land within

this area, the location will be the primary source of housing supply across the plan period. Residential developments within this location will be expected, as has successfully been the case in the past, to constitute a stimulus for wider market investment to deliver social, economic and environmental benefits. Consequently such benefits will help to secure a reduction in the levels of deprivation.

Appleton Cross, Grappenhall Heys, Peel Hall and Pewterspear Green:

7.8 All of these locations have more affinity with the countryside as opposed to urban environment but despite this are excluded from the Green Belt.

7.9 In the case of Appleton Cross, Grappenhall Heys and Pewterspear Green, these sites were excluded from the Green Belt because they previously benefited from extant planning consents owing to their status as residual New Town land. The development of these locations was halted to enable housing growth to instead be pursued on previously developed as opposed to greenfield land. It was always however envisaged that the sites would be developed at some point in the future with signs on the sites clearly indicating that the land is reserved for future development. These sites are currently in public ownership within the control of the Homes and Communities Agency.

7.10 Peel Hall was proposed to be included within the Green Belt through the previous Unitary Development Plan process. The landowner however challenged this notion through the High Court and was successful in restoring the Green Belt boundary in this vicinity to mirror that of the Cheshire Structure Plan key diagram, which was given weight as a specific boundary by the High Court. The outcome was to establish that the Green Belt boundary should follow the north side of the M62 motorway.

7.11 No circumstances have changed in relation to any of these sites to warrant including them within the Green Belt.

7.12 Essentially these specific strategic locations constitute 'reserve sites' with a dual function in providing:

- flexibility within the plan for contingencies; and
- long term security of the Green Belt

7.13 There is no reliance on supply from any of these specific strategic locations during the plan period. If released too early these sites would deflect investment from the regeneration of previously developed land and lead to pressure for an earlier review of the Green Belt that would undermine its permanence.

The Purpose of Strategic Opportunities

7.14 A number of 'Strategic Opportunities' have been identified. These locations present important opportunities to contribute to economic growth and other development needs both within and beyond the plan period. Their importance may significantly increase over the Core Strategy period. These opportunities can be summarised as follows:

Waterfront & Arpley Meadows:

7.15 This is an extensive area comprised of several components in a central and sustainable location. Much of the area, and specifically the land referred to as Arpley Meadows, is currently subject to major constraints. Joint public and private sector efforts are continuing to explore how constraints can be overcome. With potential investors expressing a keen interest in this area, it is feasible that the opportunity presented can be realised in the longer term. Whilst indicative master planning has been conducted for the area, the preferred land use mix of any future proposals is unknown. Given this and that the development potential is currently constrained there is no reliance on housing or employment land supply from this area during the plan period. If the opportunity is realised however the area would constitute a significant source of 'windfall' supply in the later years of the plan.

Port Warrington:

7.16 Port Warrington presents an opportunity to contribute to a wider regional sustainable transport initiative, the aim of which is to secure a modal shift of goods from road to rail and water. The site is however within the Green Belt and any proposals which extend beyond the boundaries of the already developed site will therefore have to demonstrate very special circumstances to justify a departure from national Green Belt policy. Beyond the existing committed expansion of the site there is no reliance on employment land supply from this area during the plan period. If further development was however justified within the context of Green Belt policy this would constitute a significant source of 'windfall' supply in the later years of the plan.

Achieving Growth

7.17 The integrity of the Green Belt, which was established within the borough for the first time in 2006, is to be preserved across the entirety of the plan period and beyond. National policy makes clear that the fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are therefore their openness and their permanence.

7.18 Throughout the Core Strategy process there have been many challenges with regards to the need to release land at the edge of town and edge of village locations. All sites to which these challenges relate were however examined through the Unitary Development Plan process where it was concluded that they demonstrably served at least one of the purposes of including land within the Green Belt:

- to check the unrestricted sprawl of large built-up areas
- to prevent neighbouring towns merging into one another
- to assist in safeguarding the countryside from encroachment
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

7.19 Importantly the sites currently being promoted for development continue to fulfil at least one of these purposes and there are no circumstances that justify their exclusion.

7.20 Sufficient contingencies are in place within the Core Strategy to ensure that the protection of the Green Belt is sustainable in the longer term. The approach does not compromise growth aspirations during or beyond the plan period.

Housing Growth

7.21 Sources of housing land supply within the borough include:

- Sites under construction with remaining capacity;
- Sites with extant approvals for development; and
- Sites which do not yet benefit from planning approval but which have nevertheless been assessed as being deliverable and developable through the process of the Council's Strategic Housing Land Availability Assessment (SHLAA).

7.22 Current evidence, primarily in the form of the Council's SHLAA and Annual Monitoring Report (AMR), identifies that supply from the above sources is more than sufficient to meet the borough's 5 and 10 year requirements. There is however a marginal shortfall at present with regards to meeting the 15 year supply to 2027. No allowance has been made for 'windfall' supply within these assessments to cover that which may come from sites not identified through the SHLAA process.

7.23 Based on the present evidence, a review of this element of the strategy and/or Land Allocations Local Plan would not need to commence until 2019 unless monitoring indicates a 5 or 10 year forecast shortfall before this date. The situation with housing land supply is however evidently dynamic and monitoring may also therefore reveal that further approvals have boosted supply, consequently pushing back the need for and hence date for commencing a Review / Land Allocations Local Plan.

7.24 A review of the strategy with regards to managing housing land release would be triggered if:

- Government Policy / Legislation changes;
- evidence used to determine the housing requirement changes;
- monitoring shows the strategy is not meeting its objectives; or
- market signals indicate a clear need for change.

7.25 The need for a Land Allocations Local Plan would be triggered if monitoring indicates a:

- continuing and increasing shortfall in the 10 year supply of developable sites, and a consequential threat to a 5 year continuous supply of deliverable sites; or
- diminishing residual capacity to meet requirements over the plan period.

7.26 If needed, a Land Allocations Local Plan would be produced in accordance with the requirements of relevant Government Policy and Legislation and broadly follow the process below with consultation at each stage:

- Identification of Issues and Site Options
- Assessment of Options with regards to addressing the issues
- Selection of preferred Option and hence site(s)
- Submission of the Land Allocations Local Plan for examination in public by a Government appointed Inspector
- Adoption of the Land Allocations Local Plan by Full Council

7.27 The Strategic Locations of Appleton Cross; Grappenhall Heys; Peel Hall and Pewterspear Green, along with other presently unidentified sources within the built up areas of the borough, would be considered through the Land Allocations Local Plan process. The process would entail looking in much greater detail at the merits of bringing forward any individual sites that have been identified either singly or in combination and objectively evaluate them to determine which site or sites can secure the maximum benefits but in the most sustainable manner. Importantly the process would be subject to full public consultation.

Growing the Economy

Employment Land Provision:

7.28 Sources of employment land supply within the borough include:

- Sites under construction;
- Sites with extant approvals for development; and
- The Omega Site (including phases 3,4 & 5) and Lingley Mere.

7.29 Whilst employment land supply is primarily reliant on the Omega strategic location, current evidence, in the form of the Council's 2011 Employment Land Availability Statement (ELAS), indicates a surplus of some 60 hectares at the end of the plan period. This equates to over five years supply post 2027. This therefore provides scope to consider how the strategic location and other employment sites may be able to accommodate supporting land uses to help to support viability, enhance sustainability and maximise the benefits of the development as a whole. This could be achieved through a Supplementary Planning Document or a Land Allocations Local Plan.

7.30 It is also important to note that no allowance has been made for 'windfall' supply within the employment land assessment. Additional sites will inevitably emerge over the plan period and will contribute further to ongoing supply.

Retail Capacity:

7.31 The Retail and Leisure Study 2006 and update in 2009 forms part of the Council's evidence base. Since an assessment was made of retail capacity in the latest 2009 report, there have been additional commitments for both convenience and comparison floorspace as well as commitments which have expired. Detailed calculations are contained within the Retail & Town Centre background paper which supports the Core Strategy, however at present there is no remaining capacity within the plan period for additional retail floorspace for either convenience or comparison goods.

7.32 As a result, there is no need to identify any allocations for retail development within the Core Strategy at this time. The current policy focus seeks to direct any future floorspace towards the town centre and other centres within the defined retail hierarchy. Additional retail capacity directed towards these locations will be supported. The Bridge Street redevelopment scheme in the town centre is likely to result in some additional retail floorspace within the plan period. The situation will be kept under review to assess whether any future allocations may need to be brought forward through a Land Allocations Local Plan.

Transport and Accessibility

7.33 The locational polices set out in the Overall Spatial Strategy and the subsequent specific policies seek to reduce the need to travel; reduce the need to use private cars; promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and promote more sustainable transport choices for both people and freight. In this way it complements several of the key themes of the Council's Local Transport Plan (LTP3, March 2011) and helps to deliver its objectives.

7.34 The Strategy establishes the essential link between land use and transport that underpins the approach to sustainable development, including the transport element of the causes of climate change. It looks to actively manage growth to make the fullest use of existing infrastructure and services including public transport. This is achieved by locating day-to-day facilities, jobs, shopping, leisure and services in accessible urban areas, most notably centres identified in the local centre hierarchy. The Overall Spatial Strategy also looks to deliver the majority of housing and business development in urban areas where public transport and active travel modes are already realistic travel alternatives that can be utilised and improved if necessary.

8 Why we are taking this approach

Continuity

8.1 Following extensive consultation and a detailed examination, the previous Unitary Development Plan was adopted in January 2006. The plan has provided a successful and effective policy framework and only 5 years into its timescale its saved policies remain relevant and up to date.

8.2 The Unitary Development Plan has proved resilient to recession and the housing market crisis and has continued to deliver the regeneration of the older inner areas of the town and new housing in excess of the minimum requirement set out at a regional and local level. All this has been achieved with minimal use of green field sites through the recycling of previously developed land.

8.3 The Unitary Development Plan strategy was built around two key inter-related considerations:

The need to refocus growth from the outward expansion of the new town into the older, central areas of the town that were in need of investment and regeneration.

A succession of Annual Monitoring Reports provide ample evidence of its effectiveness in delivering housing growth, meeting business needs, and securing much-needed investment in the regeneration of the older areas of the town while protecting the environment and halting the outward expansion of the town.

The need to define for the first time the detailed Green Belt boundaries around the town and other settlements throughout the borough.

The Green Belt was established to be permanent until at least 2021 and the High Court challenge that resulted in the quashing of the Green Belt boundary at Peel Hall has not harmed the integrity of the wider Green Belt or its ability to meet strategic purposes. The legal challenge effectively restored the boundary in this vicinity to the Cheshire Structure Plan key diagram, i.e. the M62, which was given weight as a specific boundary by the High Court. The Green belt has ensured that growth has successfully been redirected to where investment is most needed.

8.4 Despite fundamental changes currently being proposed to the planning system and the national policy framework, there remains a strong commitment to protect the Green Belt. Ministers have issued a stream of assurances about this in response to widespread concerns. The Green Belt in Warrington is widely supported by local communities and Parish Councils and has acted to enable sustainable growth and investment in regeneration, a key purpose of the Green Belt designation.

8.5 The Core Strategy will continue this regeneration focused approach and move it progressively forward in an appropriate way to bring forward additional development land if and when circumstances change, while maintaining the integrity of the Green Belt and extending its permanence to at least 2032. Nevertheless the Core Strategy recognises the importance of ensuring that growth is fostered and maintained. It also introduces greater flexibility in the location and delivery of housing land supply, promotes specific initiatives in key locations in and around the town centre, supports the viability of investment at Omega by widening opportunities for development, and makes provision for new sources of land supply if and when needed.

Commensurate

8.6 In accordance with the government's 'Plan for Growth', the Core Strategy will adopt a positive, welcoming attitude towards sustainable growth and investment.

8.7 The Core Strategy will deliver a commensurate level of development to meet assessed needs for homes and jobs within and respecting the physical, social and environmental infrastructure and market capacity of the borough. There is a full range of up-to date evidence and technical studies to support the strategy.

8.8 The need for more new housing, including affordable housing, remains a government priority. Promotional measures include the 'New Homes Bonus' that rewards Councils and communities that achieve housing growth.

8.9 Current Unitary Development Plan policies successfully focus new housing at sites and in areas in need of regeneration. The preparation of the Core Strategy looked further ahead in order to assess whether this approach can be sustained to deliver the requisite amount of housing at the right time in terms of 5, 10, and 15 year periods. It also took account of the latest population and household projections, and analysis of the housing market at both local and sub-regional level. It drew upon the latest Strategic Housing Land Availability Assessment.

8.10 A Housing Land Requirements Options Paper was published and was the subject of consultation at the end of 2010. This paper broadly weighed the delivery of a range of levels of housing development against the capacity of the defined extent of the urban areas of the borough, and how they related to meeting need, and sustaining regeneration investment.

8.11 The Core Strategy now proposes to increase the borough's housing requirement by 30% to an annual average rate of 500 dwellings. This will be achieved by maintaining the existing focus on the re-use of previously developed land and the regeneration of Inner Warrington, accompanied by relaxation of the current restraint on new planning permissions to enable sustainable development to proceed across the town as a whole and within Lymm and Culcheth, and also to allow smaller scale developments in other settlements in accordance with policies for the Green Belt. This option performs best in relation to the achievement of strategic objectives and sustainability objectives.

8.12 In addition, strategic locations for potential future growth are identified. When monitoring indicates that additional sources of supply may need to be identified (later in the plan period) in order to maintain a deliverable 5-year supply, land may be allocated from one or a combination of these locations in a further Local Plan.

8.13 With regards to economic development, the level of development planned for is commensurate with a comprehensive assessment of development rate backed by sound evidence as set out in the Employment Land Requirements Options Paper (November 2010). Other relevant publications that are available include the Cheshire & Warrington Economic Strategy *('Unleashing the Potential')*, and the Council's Local Economic Assessment. The latest Employment Land Review and Availability Reports were published in 2011.

8.14 The planned provision of employment land includes the identification of Omega and Lingley Mere as a strategic location. Whilst employment land supply is primarily reliant on this strategic location, current evidence, in the form of the Council's 2011 Employment Land Availability Statement (ELAS), indicates a surplus of some 60 hectares at the end of the plan period. This equates to over five years supply post 2027. This therefore provides scope to consider how the strategic location and other employment sites may be able to accommodate supporting land uses to help to support viability, enhance sustainability and maximise the benefits of the development as a whole.

8.15 The strategic policies also recognise the wider role of transport and green infrastructure within the borough, setting out the important cross boundary linkages that will need to be maintained and enhanced.

8.16 Key strategic opportunities are also identified whose importance may increase over the Core Strategy period. These opportunities are not fundamental in terms of housing or employment land provision, but they are significant in terms of the regeneration or economic development benefits that they could bring to the borough. Development of the Waterfront and Arpley Meadows area could bring forward significant mixed use development on a brownfield site in a central and sustainable location, which would support the focus of the Core Strategy on the town centre.

8.17 Port Warrington also presents an opportunity for the borough to maximise the economic potential of the ManchesterShip Canal, which should be carefully managed to ensure no adverse impacts on traffic movements, the health and wellbeing of local communities and any designated sites of nature conservation importance.

8 Why we are taking this approach

8.18 The need to mitigate and adapt to climate change emerged as a significant issue following widespread consultation on the borough's Spatial Portrait and is still a government priority. The Council produced it's own Climate Change Strategy in 2007 and carbon reduction and climate change have since been embedded in a number of the Council's strategic documents, including the Sustainable Community Strategy (SCS); the Corporate Plan; the Third Local Transport Plan (LTP3) and more recently the Carbon Management Plan. Due to the corporate importance of climate change it has been identified as a cross cutting issue and therefore a similar approach to that of the current RSS has been adopted to address the matter with an array of policies covering climate change issues being developed and supported by a revised Design and Construction SPD.

Contingencies

8.19 The Core Strategy includes scope to manage contingencies and unforeseen circumstances that may emerge over the life of the plan. This applies to all key strategic policies for the delivery of development and regeneration to support the drive for economic growth.

8.20 The strategy looks beyond the plan period to ensure that the approach set out in terms of land provision for housing and employment and the protection of the Green Belt is sustainable in the longer term. Monitoring of the strategy will ensure that if delivery is not happening in accordance with the approach set out, contingencies in the form of allocation of strategic locations or amendments to the strategy will occur.

Completeness

8.21 With the exception of Waste and Minerals issues which will now be the subject of a separate Local Plan, the Core Strategy effectively addresses all the key issues, identified and agreed through consultation at the outset of the process, and will achieve the objectives set to move the borough towards the shared vision. The key issues identified at the outset of the process included, in no particular order:

- Where is Warrington? - The regional Context and Local Strategy
- Housing - Delivering the RSS housing requirement and additional housing to achieve the Mid-Mersey growth agenda, meeting housing need and delivering the right mix and type of housing and delivering affordable homes
- The Economy - Delivering the right amount and type of land for employment development, Considering the scope for re-allocation of employment land to other uses, Delivering employment in accessible, sustainable locations and delivering a qualified and skilled workforce to match the needs of businesses
- Warrington's Centres - Revitalising Warrington town centre, and other defined local centres in the borough and regenerating the town centre fringe areas
- Green Infrastructure - Safeguarding and enhancing environmental assets through an integrated approach to green infrastructure and maintaining the Green Belt up to at least 2021
- Sustainability and Climate Change - minimising the causes of, and adapting to the impacts of climate change and delivering development that takes full account of the risk of flooding in the borough
- Built Environment - The look of the place and safeguarding and enhancing the boroughs built heritage and promoting good design
- Transport - Tackling congestion and delivering access to jobs, services and facilities
- Addressing inequalities
- Delivering healthy and secure communities with access to opportunities for exercise

8.22 Reference should be made to the accompanying Background Papers for a detailed examination of how these issues have been addressed.

8.23 The Core Strategy looks to completely replace the Unitary Development Plan by setting out policies at a borough wide and more local level that cover strategic issues as well as development management.

Conformity

8.24 The Core Strategy is considered to be in accordance with national planning policies, and shared regional priorities as represented by the widely supported and still extant Regional Spatial Strategy.

8.25 With every aspect of the planning system currently subject to ongoing change, at all levels from national, regional to local planning, it is very difficult to establish conformity with any degree of continuing certainty. Nevertheless it is considered that the selected option for the Core Strategy:

- pays due regard to existing national policy guidance and to the National Planning Policy Framework
- conforms generally to the North West Regional Spatial Strategy and provides a sound basis on which to move the borough forward following its impending abandonment, in a way that supports sub-regional partners and complements the strategies of neighbouring authorities
- appropriately applies existing and emerging national and current regional policies to local circumstances and priorities

Complementary

8.26 The Core Strategy complements the plans and strategies of relevant sub-regional local authority groupings and individual neighbouring local authorities.

8.27 At a strategic level the regeneration focus of current Regional Spatial Strategy spatial policies was widely supported across the North West and final RSS delivered the housing requirement numbers that individual Councils had wanted. For the future, a number of sub-regional groupings relevant to Warrington have been formed and these will continue to liaise and coordinate strategies.

8.28 The relevant sub-regional groupings are:

- The Mid-Mersey group – Warrington, Halton and St Helens
- Cheshire and Warrington – Warrington, Cheshire West & Chester, and Cheshire East
- Manchester City Region – including Warrington's immediate neighbours Wigan, Salford and Trafford
- Liverpool City Region – including St Helens and Halton

8.29 Directly or indirectly, Warrington is represented in all of these groupings and is well placed to achieve strategic co-ordination as the Core Strategy moves forward.

8.30 Part of the role of the Core Strategy has been to assess the wider implications of the local policy approach and to manage cross boundary effects in concert with the plans and strategies of other authorities and agencies. A number of issues and concerns were identified in the initial Topic Paper as having either actual or potential cross boundary implications and have been addressed as reported in the 'Where is Warrington' background paper. No additional matters have been raised as a result of consultation.

Consistency

8.31 The Core Strategy is consistent with the plans, policies and strategies of key partners and stakeholders representing a wide range of interests and not just specific private interests. These include the Local Economic Partnership, the Warrington Partnership, Warrington & Co, and the former Cheshire & Warrington Economic Commission.

8.32 In line with the objectives of the Local Economic Partnership, and the former Cheshire & Warrington Economic Commission, the Core Strategy will deliver an increase in planned housing supply above previous RSS requirements, will maintain the regeneration focus, and is capable of more than meeting aspirations for job growth.

8.33 Warrington & Co is already actively promoting and progressing projects and schemes guided by the UDP, the emerging Core Strategy and associated SPD.

8 Why we are taking this approach

8.34 Throughout the process, care has been taken to ensure that the Core Strategy will support the delivery of the Sustainable Community Strategy, initially through the development of a shared vision which underpinned 'One Warrington: One Future Where Everyone Matters', and its key themes:

- prosperous and vibrant
- environmentally responsible and attractive
- safe and strong
- healthy and active
- ambitious and achieving

8.35 All these themes can be readily identified in the structure and range of policies now proposed in the Core Strategy.

Corporate

8.36 The Core Strategy reflects and supports the Council's corporate priorities and strategies including the Regeneration Framework, The Third Local Transport Plan and Transportation Framework, the Housing Strategy, the Climate Change Strategy, and the Municipal Waste Management Strategy.

8.37 The Regeneration Framework firmly establishes regeneration, the town centre, and the development of Omega at the top of the Council's corporate agenda. It sets out the Council's aspirations for the borough, and takes a very long term view. The Core Strategy takes forward key elements of the framework that will deliver regeneration and development during the plan period, or that can be progressed towards delivery with the support of spatial planning policies that will foster market interest and confidence.

8.38 The Core Strategy will support corporate ambitions to reduce inequalities, improve health, and provide a better quality of life for residents in a thriving local economy.

8.39 The Core Strategy has been integrated with the Third Local Transport Plan to ensure the complementary management of development scale and location assisted and informed by assessments using the Multi-Modal Transport Model.

8.40 The delivery of affordable housing by the private sector will support a key objective of the Housing Strategy. The Core Strategy will contribute to a reduction in the borough's carbon footprint and address the causes and effects of climate change.

Consultation

8.41 The Core Strategy takes full account of consultation responses made at each stage of the process. It may not deliver the aspirations of some individual developers and landowners (for sound reasons) who seek to promote particular sites directly or indirectly but it does address the aspirations and views of representative groups and agencies in the context of the wider public interest.

8.42 Comments made during the continuous consultation throughout the course of preparation have been comprehensively recorded and summarised and the Council's responses and resulting changes to the Core Strategy are a matter of record in the published consultation reports.

8.43 All issues raised have been addressed and there is little or no sign of counter-arguments or additional evidence merit further change to the Council's approach as explained in those responses.

Confirmed

8.44 The Core Strategy is confirmed as the most sustainable in providing the optimum balance between social, economic and environmental considerations, as demonstrated by the Sustainability Appraisal.

Programme of Delivery

Local Planning Framework	Borough wide Strategies Placemaking Strategies Land Allocations Local Plan Joint Waste & Minerals Local Plan Supplementary Planning Documents (SPD)
Council-wide Strategies	Third Local Transport Plan (LTP3) Regeneration Framework
Other Partner Strategies and Programmes	Atlantic Gateway Mersey Port Strategy
Delivery Partners	Private Sector Neighbourhood Boards (All) Local Economic Partnership Warrington & Co Neighbouring Local Authorities HCA Muse Developments The Peel Group United Utilities Network Rail Highways Agency Transport Operators Natural England Mersey Forest Local Nature Partnership Environment Agency Sankey Canal Restoration Society
Indicators	10,500 New Homes Brownfield / PDL Residential Development Inner Warrington Residential Development 277 Hectares Employment Development Retail Commitments Town Centre Health Check Retail / Leisure / Office Development in the Town Centre LTP3 Indicators Indices of Multiple Deprivation (IMD)

9 Creating Prosperity and Vibrancy

Investing in Warrington and its Workforce

Where we want to be:

Vision - In 2027....

Economic performance has improved in the borough over the last 15 years. Warrington is meeting the needs of businesses, including service sectors (finance and business services and public administration), the knowledge economy, manufacturing and distribution sectors through the provision of a supply of high quality sites and a skilled population.

Employment opportunities have grown through development of accessible locations in Central Warrington on sites such as Bridge Street and Winwick Street, bringing more vitality to the Town Centre. This complements the continued success of the longer standing peripheral sites such as Birchwood Park, and the development of significant employment opportunities at Omega and Lingley Mere.

There are a number of high quality and attractive employment opportunities in the pipeline to ensure continued investment in the borough. The borough is developing a qualified & skilled workforce through integration with employers and local businesses.

Worklessness in the borough is at a low level. Local residents are better equipped with the skills required to take up employment and training opportunities created in the district and sub-region and better able to access them.

What it will look like:

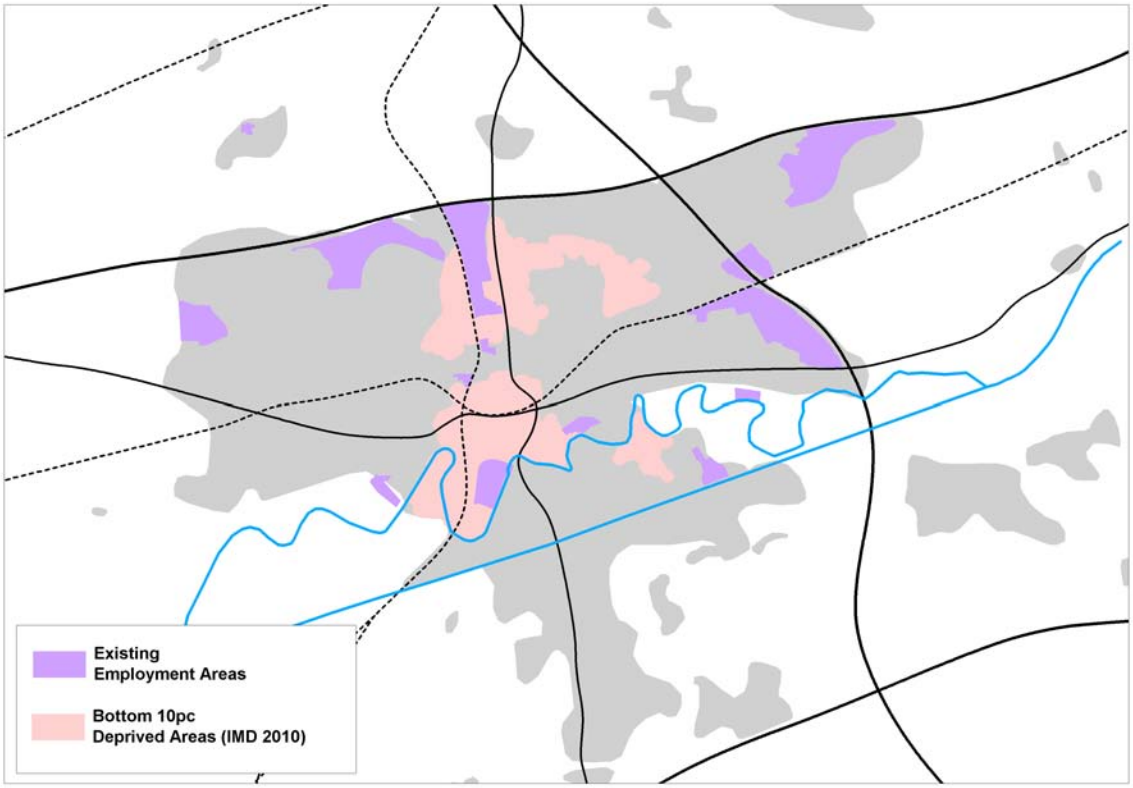

Figure 9.1 Existing Employment Areas

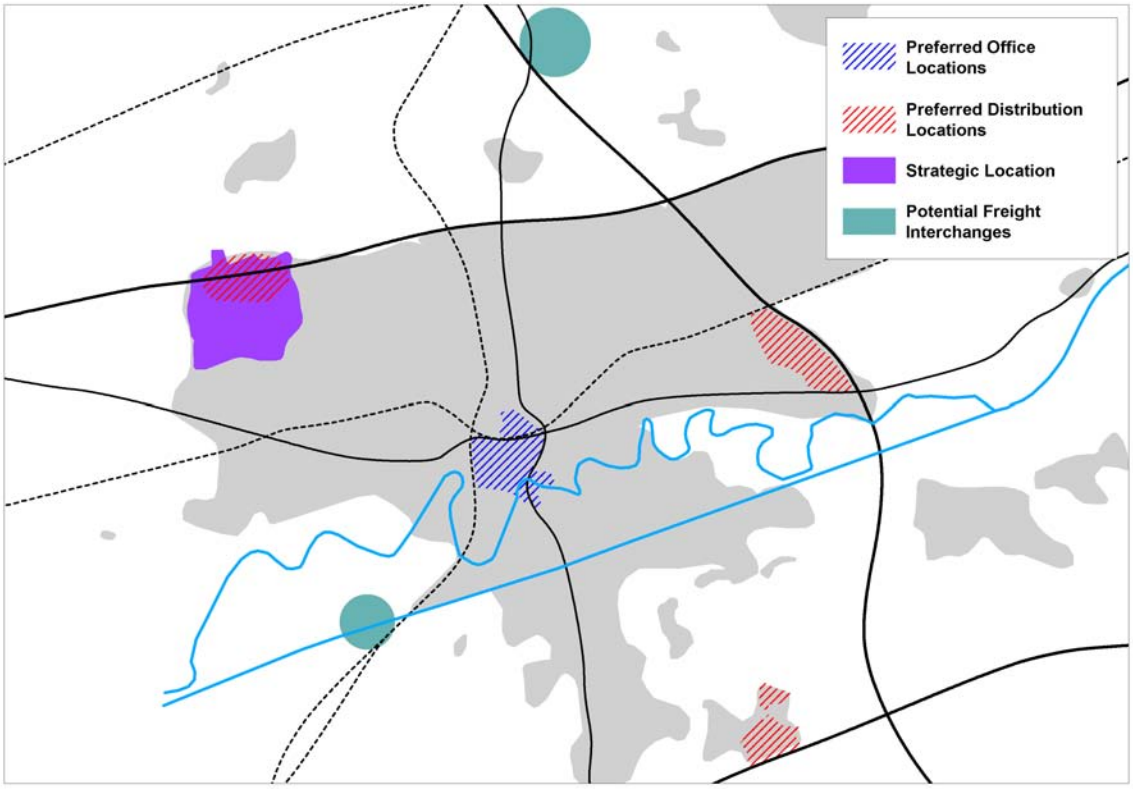

Figure 9.2 Strategic Sites and Preferred Locations

How are we going to get there:

Objectives

Assess and make provision for employment land, to take account of the need to:

- provide for the different locational requirements of business, including size of site, site quality (attractiveness), accessibility to markets and workforce in sustainable locations.
- identify locations in or on the edge of Warrington Town Centre as sites for larger B1 office developments, while recognising that market demand will influence office location.
- identify locations for uses generating substantial freight movements that avoid congestion and preserve local amenity interests, and give access to rail or water where feasible (Objective E1)

Reduce unemployment & inequalities in the borough through developing a qualified and skilled workforce and locating employment opportunities in locations which are accessible by public transport (Objective E2)

Improve links between residential areas and areas of opportunity for employment and to provide more local employment opportunities within or within easy reach of the borough's areas of deprivation (Objective T3)

Ensure access from areas of income deprivation to employment and areas of business growth to raise aspirations, economic activity and income levels (Objective I3)

Policy PV 1

Development in Existing Employment Areas

The Council will support development, redevelopment and changes of use proposals within existing employment areas as defined on the Proposals Map, provided that the proposed use falls within Use Classes B1, B2, or B8, or is a sui-generis employment use.

Proposals for office B1(a) development will need to be justified by reference to sequential testing and market appraisal to determine that the development could not be appropriately located on a more accessible central site within or close to the Town Centre in accordance with the Overall Spatial Strategy.

Development within existing employment areas for purposes other than those listed above will be permitted where it can be demonstrated that:

- the development relates to ancillary services which will support the employment area by making it more sustainable, viable and/or attractive or;
- the site is no longer suitable or viable for employment uses and;
- the proposal will not undermine the viability of existing employment uses in close proximity to the site and;
- the alternative use is in accordance with or does not undermine the Overall Spatial Strategy.

Where possible, the ability to retain an element of employment development within the site will be encouraged.

Subject to assessment of local transport impacts, major warehousing and distribution developments will be primarily directed towards preferred locations at:

- Appleton & Stretton Trading Estates
- Omega
- Woolston Grange

Where major warehousing and distribution developments are proposed outside of these areas, proposals should seek to locate development:

- away from areas sensitive to heavy vehicle movement and;
- with direct access to the Primary Road Network and;
- with access to rail or the Ship Canal where possible.

Sustainable development creating employment in other areas of the borough will also be supported.

Policy PV 2

Fiddlers Ferry

At Fiddlers Ferry Power Station, within the area defined as a development opportunity area on the Proposals Map, the Council will support development which enhances the existing employment opportunities at the facility and which:

- continues investment in power generation and provides opportunities for the establishment of related development.
- brings about traffic and environmental benefits through a transfer of material from road to rail or waterway.
- supports and enhances the operational efficiency of the site.
- contributes to sustainability through the use of renewable natural resources or the recycling of secondary or man-made resources.
- helps to secure the long-term nature conservation value of the Mersey Valley or enhances its recreational value.
- uses the unique advantages of the site and use including surplus heat to enable clustering of renewable energy generation activity ancillary or related to Fiddlers Ferry to increase economic activity and / or sustainability in the area.

Development proposals should be framed within a comprehensive masterplan for the site as a whole which considers the cumulative transport impacts of the development.

Development proposals outside of the area defined as a development opportunity area will be assessed against National Policy Statement for Energy as well as National Green Belt Policy.

Policy PV 3

Strengthening the Borough's Workforce

The Council and its partners will support developments which assist in strengthening the boroughs workforce and enhancing training opportunities for its residents by:

- maximising the social benefits from proposals which contribute to the Council's "Closing the Gap" agenda by securing local employment opportunities associated with the construction and subsequent operation of new development;
- supporting the operational needs of and expansion of the borough's colleges and higher education establishments; and
- establishing linkages with local businesses to support their ongoing land, development and workforce needs.

Why we have taken this approach:

9.1 Warrington has a strong and resilient economy making it a significant centre of employment in the North West. Its success has been partly due to the borough's well developed infrastructure and connectivity, in particular its proximity to the M62, M6 and M56 motorways. Warrington is well connected by rail or road.

9.2 There are a number of existing employment areas throughout Warrington, which are well established with good transport links to local communities. Generally, these areas are not suited to the introduction of other uses, or their introduction would not be consistent with other parts of the Local Plan.

9.3 The current approach looks to retain employment sites in sustainable locations and manage change to other uses. The policy aims to ensure that existing employment areas remain the focus of employment in the borough, principally for B1, B2 and B8 uses. Other ancillary services which may help to support an employment area by making it more sustainable, viable and attractive are encouraged within the policy.

9.4 The policy sets out criteria for a judgement to be made based on the circumstances of particular sites that may become available for re-use over the plan period, and acknowledges that there may be good reason to introduce land use change. The policy also encourages mixed use developments which can also contribute to regeneration through the development of sustainable communities.

9.5 The borough also has three main major warehousing and distribution locations at Appleton & Stretton Trading Estates, Omega & Woolston Grange and it is appropriate to direct such development towards these locations due to their proximity to motorway access. Should proposals come forward for similar uses elsewhere in the borough, the policy will seek to locate development in equally sustainable locations with a focus on direct access to the Primary Road Network; rail or the ship canal.

9.6 Employment development which is proposed outside of existing employment areas will be subject to development management polices.

9.7 Fiddlers Ferry Power Station uniquely enjoys good access to power, water, rail and road and is a major developed site situated on the edge of the borough adjoining Halton Borough. The power station is a key component of the national grid serving the greater Merseyside area. A sustained investment programme has removed doubts about the operational future of the station. The co-location of renewable energy generating development offers a significant opportunity to reduce carbon emissions and is in accordance with national guidance which seeks to support opportunities for utilising decentralised and renewable or low-carbon energy supply systems and fostering the development of new opportunities to supply proposed and existing development such as co-locating potential heat customers with heat suppliers.

9.8 In relation to investing in the boroughs workforce, the Council together with its partners is committed to strengthening the boroughs workforce and enhancing training opportunities for its residents. It is essential that any new development contributes to greater social inclusiveness.

9.9 Historically, the Council has successfully secured a range of social benefits from development consents in the form of local employment opportunities through both the construction of new development and beyond. Links with the development community has significantly contributed to the Council's "Closing the Gap" agenda.

9.10 The Council has also established links with local colleges and higher education establishments within the borough and seeks to connect local businesses with these institutions to maximise future job and training opportunities.

9 Creating Prosperity and Vibrancy

Evidence:

- Warrington Annual Employment Availability Statement
- Warrington Employment Land Review

Programme of Delivery:

Local Planning Framework	Supplementary Planning Documents (SPD) including: Planning Obligations Local Plan Proposals Map
Council-wide Strategies	Local Economic Assessment Worklessness Strategy
Other Partner Strategies and Programmes	
Delivery Partners	Private Sector Neighbourhood Boards (All) Local Economic Partnership Neighbouring Local Authorities The Peel Group Network Rail Skills Funding Agency Higher and Further Education Establishments Birchwood Forum
Indicators	Losses in Employment Land Inward Investment Enquiries Section 106 Monitoring

Focusing on the Town Centre

Where we want to be:

Vision - in 2027...

The Town Centre is a focus of activity and provides plenty to do and see for people of all ages and interests throughout the day and night. Comparison retailing in the Town Centre is underpinned by an attractive retail offer in the Golden Square and this is complemented by a range of leisure uses and an improved local market in the newly regenerated area of Bridge Street. The centre is an attractive office location providing sustainable and attractive employment opportunities. The Town Centre has also recently been enhanced by renewed fringe and gateway areas which have become integrated more effectively.

What it will look like:

Figure 9.3 Warrington Town Centre and Primary Shopping Area

How we are going to get there:

Objectives

Reduce the level of vacancies and protect the Town Centre and other centres identified in the retail hierarchy from the harmful impacts of inappropriate retail development in edge of centre and out of centre locations (WC1)

Make provision for a diverse range of town centre uses and developments, including offices, leisure, entertainment, food and drink and culture whilst not undermining the strength of the retail core (WC2)

Ensure a more civilised town centre by increasing the diversity of uses and reducing the prevalence of vertical drinking (I1)

Policy PV 4

Retail Development within the Town Centre and Primary Shopping Area

The focus of new retail development in the borough is the Primary Shopping Area within Warrington Town Centre as defined on the Proposals Map.

The Council will support proposals within the Primary Shopping Area that contribute positively to the character, diversity and vitality of the centre. Active ground floor uses other than shops with frontages fashioned as such, including banks and building societies will be appropriate in all frontages within the Primary Shopping Area, provided their presence is not at the expense of an unacceptable loss of A1 uses or an unacceptable concentration of non A1 uses (i.e. not normally more than two adjacent non retail frontages).

Where retail development over 500 square metres gross is proposed outside of the Primary Shopping Area and is not in accordance with any allocation made within the Local Planning Framework, or the Bridge Street and Time Square development area as identified in Policy TC1, the applicant will be required to demonstrate that no suitable sites are available in more sequentially preferable locations to that proposed.

Where there are no suitable, available or viable sites within the Primary Shopping Area, the proposal must demonstrate that there are no significant adverse impacts on the Primary Shopping Area and wider Town Centre.

Where monitoring of vacancies and capacity for additional retail floorspace indicates it is necessary to extend the Primary Shopping Area, the Council will primarily consider doing so in the Bridge Street and Time Square development area as identified in Policy TC1.

Policy PV 5

Enhancing the Town Centre Economy

The Town Centre area is defined on the Proposals Map.

In accordance with the Overall Spatial Strategy, the Council and its partners will promote the Town Centre for future office development where its proposed location is in accordance with other parts of the Local Plan.

To support this, within Warrington Town Centre, proposals for the change of use or new proposals for offices and other appropriate uses such as leisure, entertainment, sport & recreation, arts, culture & tourism developments will be encouraged where they reinforce the role of the Town Centre and enhance its attractiveness, diversity of uses and the overall vitality and viability.

Where such development over 500 square metres gross is proposed outside of the Town Centre, the applicant will be required undertake a sequential approach and demonstrate that no suitable sites are available within the Town Centre, or more sequentially preferable locations to that proposed.

Where there are no suitable, available or viable sites within the Town Centre, the proposal must demonstrate that there will be no significant adverse impacts on the vitality and viability of the Town Centre.

Policy PV 6

Retailing within Employment Premises

The Council will support proposals for the sale or display of goods which are assembled or manufactured on the premises (primarily B1 & B2 uses).

The floorspace devoted to the sale or display of goods, must not exceed 20% of the total gross floorspace of the unit, up to a maximum of 1000 square metres.

Where goods are not assembled or manufactured on the premises, or where the floorspace exceeds that stated above, the proposal will be subject to polices which seek to direct retail development towards the Town Centre or defined centres.

Why have we taken this approach:

9.11 Warrington Town Centre is a sub-regional centre serving the town itself and surrounding areas. The town's catchment in the wider region is limited by the catchments of the three regional centres - Chester, Liverpool and Manchester, the Trafford Centre and, to a lesser extent, the competing centres of Wigan, Northwich, Widnes and St. Helens.

9.12 Warrington's designation as a New Town in the 1970's led to significant growth in the town's population and expansion in local employment and the decentralisation of retailing to district centres in suburban locations. Following this, out of centre retailing on employment land at Gemini and along Winwick Road was permitted. Extensive development around the Town Centre at the Cockhedge and Riverside Retail Parks, School Brow and Pinners Brow are also in active retail use. Whilst this was consistent with the policy approach at that time, these developments now compete directly with the Town Centre and the continued development of such uses in peripheral locations pose a significant threat to the vitality and viability of the Town Centre. Consequently, there is now an increasing need to refocus retail and other uses towards the Town Centre and build on the strength of the Golden Square mall.

9.13 National Planning Policy continues to promote the importance of vital and viable town centres. The policy approach set out above is to direct new retail development in the borough within the Town Centre's Primary Shopping Area. In addition to retail, other uses which attract large numbers of people (leisure, entertainment, sport & recreation, arts, culture and tourism developments) should be primarily located within the Town Centre to diversity the range of uses and enhance its overall vitality and viability. If retail and other town centre uses are proposed elsewhere in the borough, it must be demonstrated through sequential and impact tests that the vitality and viability of the Town Centre is not compromised as a result.

9.14 Diversifying the types of uses within the Town Centre will collectively help to reduce vacancies, improve the town centre environment and promote and support the development opportunities around the Bridge Street and Winwick Street areas.

9.15 National policy identifies offices as a specific town centre use and they are specifically subject to the sequential approach for site selection in policy-making and the sequential test in decision-taking. It is also a corporate aspiration to encourage office developments within the Town Centre as they provide an important employment role and would also help to support a range of uses to enhance the town centre vitality. Overall Spatial Strategy CS2, specifically promotes the Town Centre for future office development.

9.16 Finally, in order to protect the Town Centre from other forms of retailing in peripheral locations, a specific policy approach has been taken in relation retailing from existing employment premises. The borough has a range and number of factory sales/trade counter operations across the borough. The majority of these operate as per the planning permission therefore not creating a retail use in an out of centre location. However, there has recently been an increasing amount of interest in the number of quasi-retail uses and trade counter operations within some employment locations. Given the current situation of vacancies within Warrington Town Centre, it is an uncertain time for the Town Centre and additional pressure for out of centre retail development in various forms must be managed.

9.17 The Council's policy approach therefore supports an element of retailing provided that the sale or display of goods being sold are assembled or manufactured on the premises. Where goods are not assembled or manufactured on the premises, or where the floorspace exceeds the threshold stated in the policy, the proposal will be subject to polices which seek to direct retail development towards the Town Centre or defined centres for the reasons set out above.

Evidence:

- Town Centre Health Check
- Warrington Retail & Leisure Study

Programme of Delivery:

Local Planning Framework	Land Allocations Local Plan Supplementary Planning Documents (SPD) including Bank Park, Bridge Street Local Plan Proposals Map
Council-wide Strategies	
Other Partner Strategies and Programmes	
Delivery Partners	Private Sector Warrington Borough Council Town Centre Neighbourhood Board Muse Developments
Indicators	Town Centre Vacancy Rates Capacity for Retail Floorspace Retail Commitments Diversity of Uses within the Town Centre Office Development in the Town Centre Trade Counters Town Centre Health Check

Supporting the Visitor Economy

Where we want to be:

Vision - in 2027....

The visitor economy in the borough is expanding as people from outside of the borough are drawn to key attractions and to stay longer in the borough.

The Town Centre is an an attractive leisure destination for all ages with a variety of activities to enjoy.

The borough's natural and built assets are well used and enjoyed and also contribute to a successful local economy.

What it will look like:

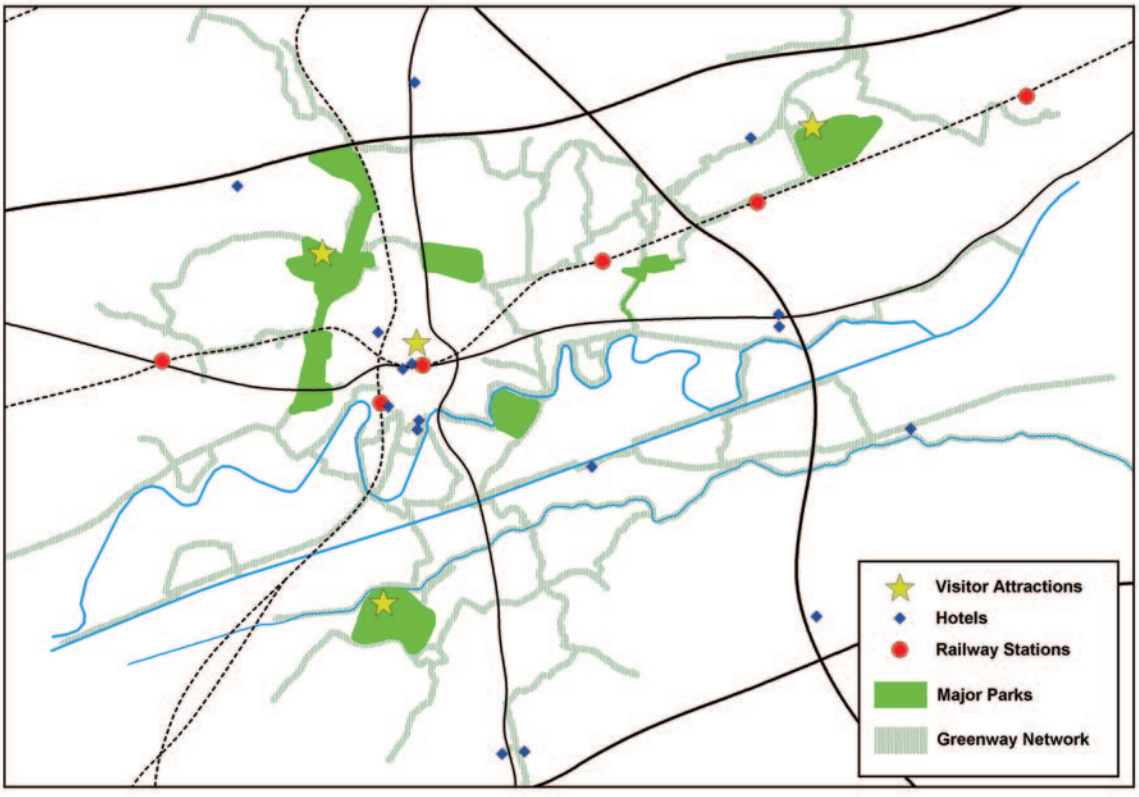

Figure 9.4 Visitor Economy

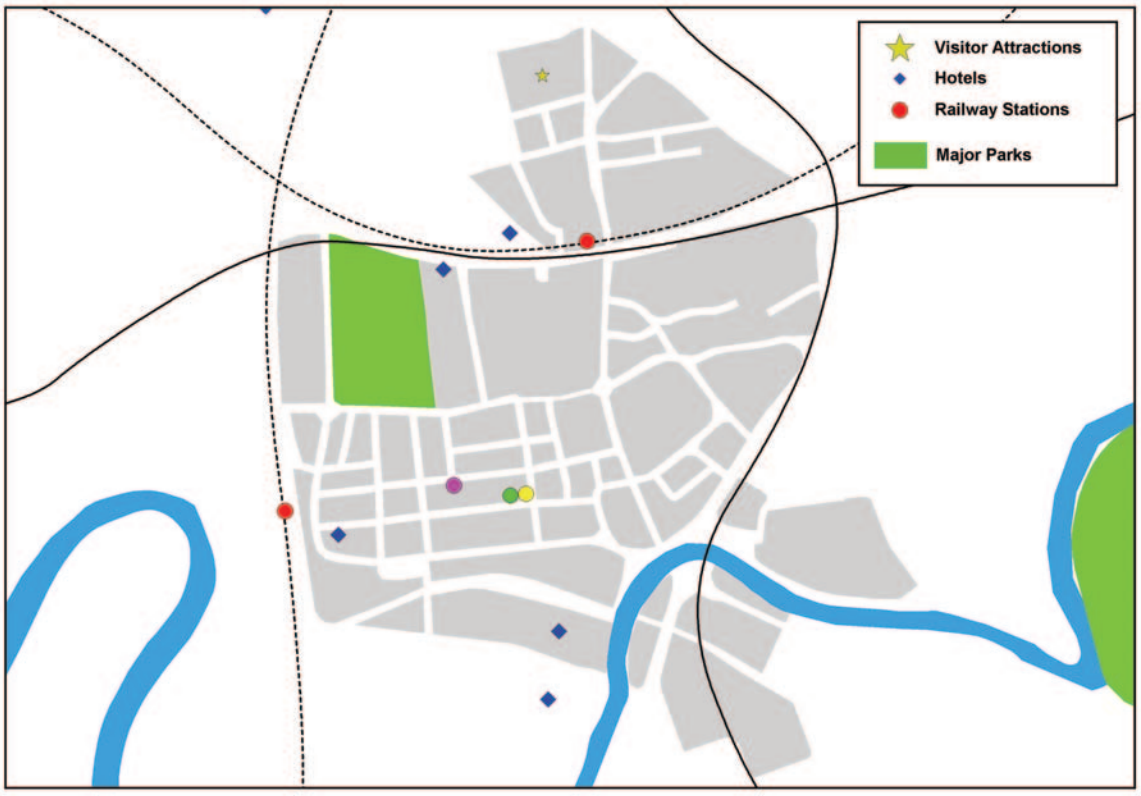

Figure 9.5 Town Centre Visitor Economy

How are we going to get there:

Objectives

Enhance the tourism offer and access to the natural assets indicated on Figures 9.4 and 9.5, through increasing and diversifying attractions where appropriate and providing for longer visitor stays (E3)

Identify, conserve and where appropriate enhance the borough's historic assets, and their settings, to ensure that the assets play their full part in the social, economic and environmental life of the borough, for example by encouraging visitors to support the local economy and sustainability by re-using and enhancing heritage assets as an inherent part of place shaping and regeneration (BE1)

Support agriculture and the diversification of the rural economy for business and leisure uses which are consistent in their scale and their environmental impact with their rural location (E4)

Policy PV 7

Promoting the Visitor Economy

The Council and its partners will support proposals which sustain and enhance Warrington's visitor and tourism economy which:

- expand or improve existing visitor attractions and facilities to ensure they remain viable and continue to actively contribute to the visitor economy;
- are of an appropriate scale and nature to their locality and are accessible by public transport;
- encourage and include links to Warrington Town Centre and promote new walking and cycling routes to link attractions and facilities across the borough;
- enhance heritage and natural environment assets, where appropriate, to encourage visitors to use and enjoy such assets;
- enhance the diversification of the local economy in the borough's countryside without harm to the openness of the Green Belt and the character of the local landscape.

Why have we taken this approach:

9.18 The borough benefits from a number of key attractions and assets which contribute to tourism in the borough and the local economy. Walton Hall & Gardens and Gullivers World are some examples of such locations which are visited by residents within the borough and from elsewhere. The policy approach seeks to sustain and enhance Warrington's visitor attractions to ensure they continue to remain viable and actively contribute to the visitor economy.

9.19 New visitor attractions and facilities, including visitor accommodation will also be supported in the borough provided that future proposals are appropriate in their scale and nature to the location in which they are proposed and are accessible by public transport.

9.20 There are already a number of hotels distributed across the town, many of which are located near employment areas. Proposals for new hotels and other attractions will be particularly encouraged within Warrington Town Centre and will be promoted around the Bridge Street area. However such facilities may also be appropriate in other built up areas of the borough.

9.21 In addition the policy approach seeks to support and protect heritage and natural environment assets, to encourage visitors to use and enjoy such assets.

9.22 Finally, national planning policy emphasises the government's commitment to promote the well-being of rural areas by encouraging the diversification of the rural economy. This has been further underlined by advice published by the Countryside Agency. The policy approach seeks to promote rural diversification in so far as this is consistent with policies for the Green Belt.

Programme of Delivery:

Local Planning Framework	
Council-wide Strategies	Third Local Transport Plan (LTP3) Victoria Park Development Framework
Other Partner Strategies and Programmes	
Delivery Partners	Private Sector Warrington Borough Council Neighbourhood Boards (All) Transport Operators Warrington Cycle Campaign Marketing Cheshire
Indicators	

10 Strengthening Neighbourhoods

Ensuring a home for all

Where we want to be:

Vision - in 2027....

Housing growth has been prioritised to secure the successful regeneration of the town of Warrington but opportunities have been taken elsewhere within the borough to strengthen the attractiveness of existing neighbourhoods by securing a more balanced housing offer with increased choice, affordability and equality for Warrington's residents.

The supply of affordable housing has been boosted by enhanced public sector provision alongside that secured, where viable, from qualifying private sector developments. The location, size and type of affordable homes that have been provided are indistinguishable from the equivalent standard of accommodation that has been provided on the open market.

The permanent and transit accommodation needs of the Gypsy and Traveller and Travelling Showpeople communities have been met.

What it will look like:

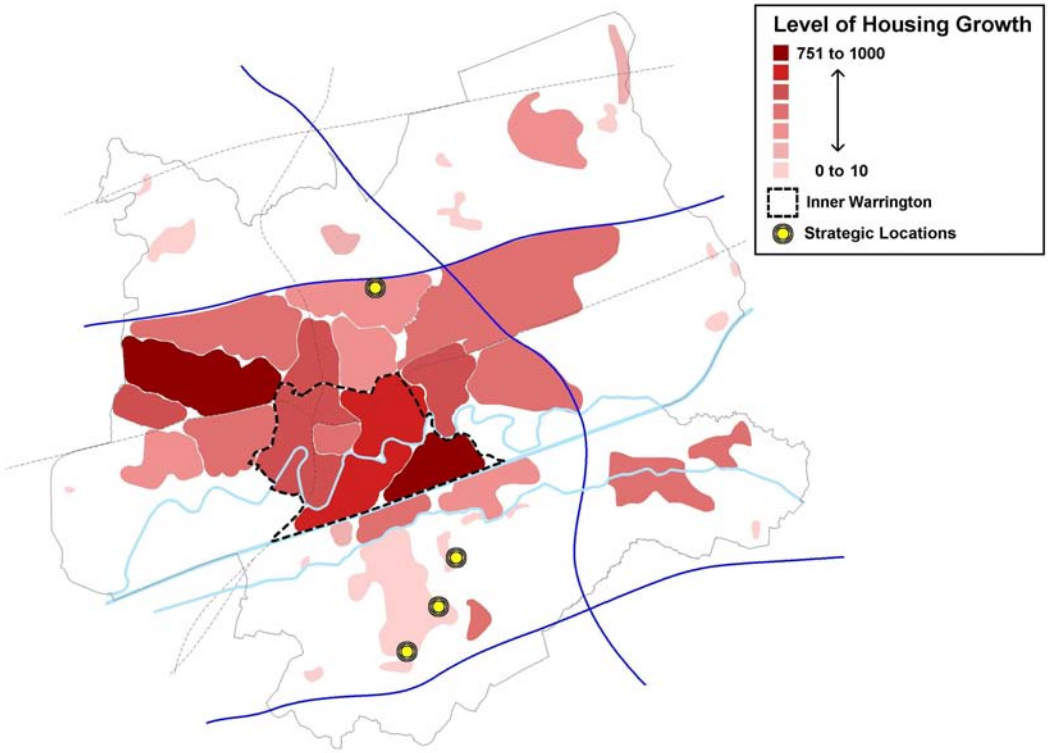

Figure 10.1 Anticipated housing growth levels by ward

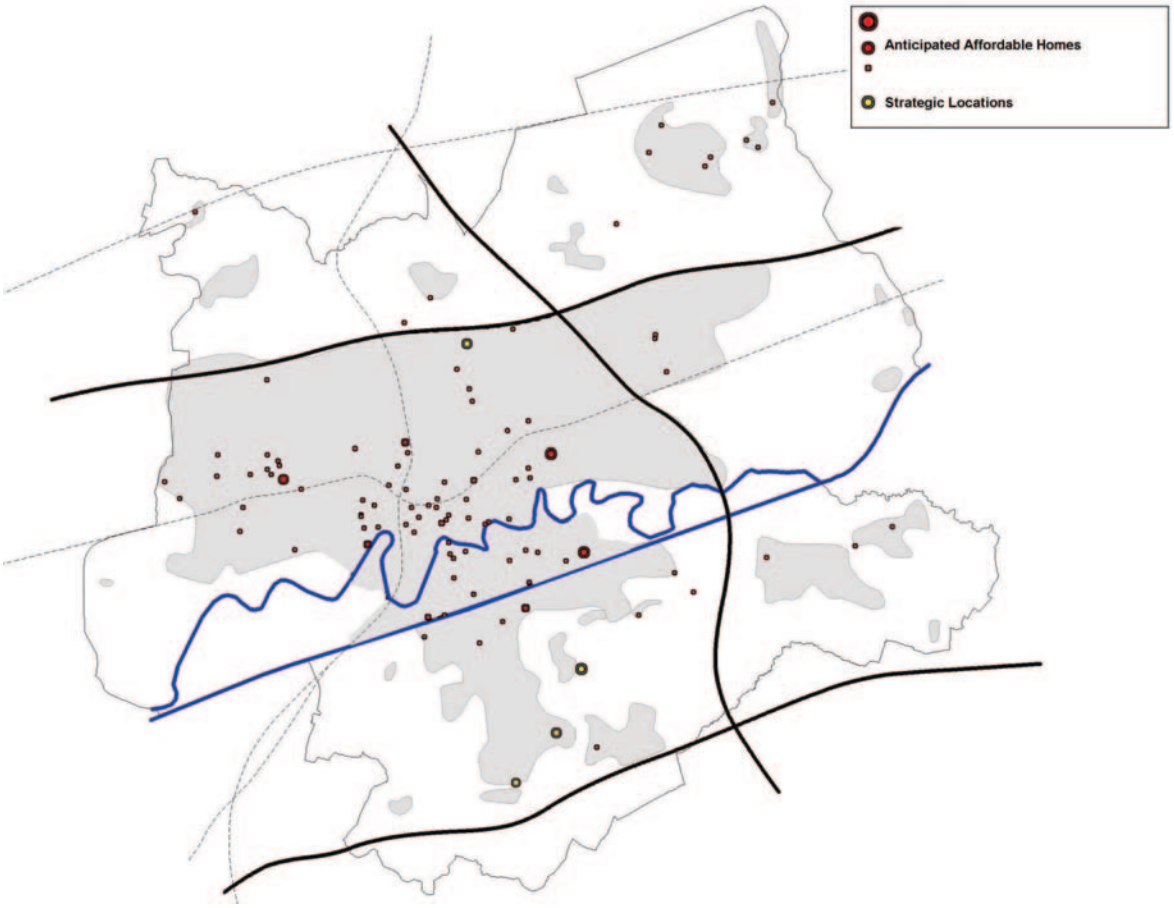

Figure 10.2 Opportunities for the delivery of Affordable Homes

How are we going to get there:

Objectives

Manage the housing supply to prioritise developments that support the regeneration of the town centre and the older parts of the town (Objective H1)

Ensure that from adoption and throughout the plan period, sufficient land is available, through reference to specific sites, for a deliverable rolling forward supply of at least 5 years and beyond this a developable forward supply of at least a further 5 years (Objective H2)

Ensure that the identified supply of housing land is sufficiently flexible to respond to market changes and unforeseen circumstances (Objective H3)

Provide a mix of housing in terms of type, size and tenure to deliver a better balance to the housing market across the borough in terms of matching supply to identified needs, securing planning obligations on qualifying housing developments, where viable, to boost the supply of affordable homes within the borough (Objective H4)

Increase housing choices in areas of deprivation through the delivery of a variety of type and tenure of new homes, ensuring that the location, size and type of affordable housing provides at least an equivalent standard of accommodation to housing available on the open market (Objective I5)

Ensure that the location, size and type of affordable housing provides at least an equivalent standard of accommodation to housing available on the open market (Objective H5)

Establish the level of need for sites to accommodate the Gypsy and Traveller and Travelling Showpeople communities that need to reside temporarily or permanently within the borough, and set criteria for the identification of sites to meet need (Objective H6)

Policy SN 1

Distribution and Nature of New Housing

The majority of new homes delivered within the borough will be focused on previously developed land within Inner Warrington inclusive of the Town Centre, where development will be welcomed as a catalyst to secure physical, environmental, social and economic regeneration in accordance with Core Strategy Policy CS8.

Outside of Inner Warrington, within the suburban areas of the town of Warrington[3], the Council will support proposals which;

1. provide a solution to environmental or social problems associated with a site; or
2. present an opportunity to widen the type, size and affordability of available housing, through reference to need evidenced by the Council, in sustainable locations which are well served by existing infrastructure; or
3. support the delivery of or help create the density of population to support the operation of neighbourhood hubs and local shops and services.

Within all of the borough's defined settlements[4], the Council will support proposals which;

1. relate entirely to the delivery of affordable or social housing which is proven to meet identified needs; or
2. meet identified specialist needs including units specifically provided to meet the needs of the elderly or infirm; or
3. Relate to mixed use schemes where the inclusion of an element of housing will make the development as a whole more sustainable and viable; or
4. constitute small-scale, low-impact infill development.

Within the Green Belt, outside any of the borough's defined settlements, new housing will only be approved where the proposal accords with relevant national policy.

Should monitoring indicate that an ongoing deliverable and developable 10 year supply of housing land can no longer be sustained from the above sources, or housing need is not being met, the Council will consider bringing forward land sourced from one or a combination of the strategic locations as set out in Policy CS9, along with other presently unidentified sources within the built up areas of borough, through the process of a Land Allocations Local Plan.

The Council will consider the need to introduce a Supplementary Planning Document to review the approach to managing housing land release where monitoring indicates that the nature or distribution of new homes does not match the Council's Overall Spatial Strategy with regards to the quantity and distribution of development.

3 Comprised of those areas referred to later in the Place Making Section of the Core Strategy as East Warrington, North Warrington, Stockton Heath and South Warrington and West Warrington

4 Comprising the town of Warrington and those settlements listed in Policy CC1 of the Core Strategy

Policy SN 2

Securing Mixed and Inclusive Neighbourhoods

A mixture of housing types and tenures will be provided through the delivery of new homes in order to help secure mixed and inclusive neighbourhoods. This will be achieved by;

- requiring development proposals to deliver a mix of dwellings which seek to better balance the housing market by matching supply to identified needs;
- requiring development proposals to give specific consideration to meeting the needs of the elderly and enabling a greater degree of self independent living; and
- ensuring that all developments which incorporate open market housing and with a capacity of 5 or more dwellings make provision for affordable housing on the following basis:
    - 20% on a previously developed or greenfield site between 5 and 14 dwellings regardless of its location within the borough
    - 20% on a previously developed site of 15 or more dwellings within Inner Warrington inclusive of the Town Centre
    - 30% on a previously developed site of 15 or more dwellings where that site is located outside of Town Centre and Inner Warrington
    - 30% on a greenfield site of 15 or more dwellings regardless of its location within the borough

50% of the required affordable provision should be for social rent and 50% for intermediate housing.

In each case the provision to be made will be based on negotiation and agreement on a site by site basis. A lower proportion and/or a different tenure split may be permitted where it can clearly be demonstrated to the satisfaction of the Council that development would otherwise not be financially viable, and affordable housing provision is nevertheless being maximised.

The presumption will be for affordable housing to be provided on the application site unless the type of housing proposed does not accord with priority needs, or the nature of the site is deemed unsuitable for affordable housing, in which case a commuted sum in lieu of on-site provision will be required.

Policy SN 3

Accommodation Needs of Gypsies and Travellers and Travelling Showpeople

The Council and its partners will work together to provide an adequate supply of sites for Gypsies and Travellers and Travelling Showpeople in response to identified needs.

Provision will be made between 2007 and 2027 for a minimum;

- 56 additional permanent pitches for Gypsies and Travellers
- 5 transit pitches for Gypsies and Travellers
- 13 additional permanent plots for Travelling Showpeople

The above provision will be achieved through the allocation of land for the permanent and transit accommodation needs of these communities through the Council's Land Allocations Local Plan. This allocation process will also seek to resolve the long-term future of those sites within the borough which currently only benefit from a temporary planning consent. With regards to these sites the allocation process will conclude for each whether full planning permission should be forthcoming on a permanent basis or instead whether further planning permissions will be withheld because alternative and more sustainable locations have been identified.

Until the process of site allocations is complete, the Council will permit development proposals for Gypsy, Traveller and Travelling Showpeople accommodation provided that there is an identified need for the site and that the proposals accord with National Planning Policy. Proposals should also;

- be appropriately located with regards to accessing shops, schools, welfare facilities and public transport;
- have good access to the primary road network and not cause significant traffic congestion or highway safety problems;
- include adequate space for the parking and manoeuvring of all vehicles associated with the occupiers within the site curtilage;
- be served by adequate on-site services including water supply, power, drainage, sewage disposal, and waste disposal facilities;
- be compatible with surrounding land uses particularly with regards to residential amenity;
- be designed to integrate into the wider landscape; and
- not constitute inappropriate development within the Green Belt unless they can be justified by very special circumstances.

The above criteria, alongside those in Policy CS1, will be used to guide the site allocation process.

Why we have taken this approach:

10.1 Policy SN1 sets out a framework to encourage and enable supply to be drawn from a range of sites across the borough in order to ensure that a minimum of 10,500 new homes, as prescribed by policy CS2, are delivered within Warrington between 2006 and 2027.

10.2 To make sure that housing continues to support regeneration activities and to ensure that wider efforts are not undermined, Policy SN1 seeks to prioritise those developments which will help to revive and revitalise the Town Centre and Inner Warrington. To achieve this policy SN1 employs a managed approach to site release through identifying the scale, nature and circumstances in which housing will be supported in specific locations across the borough. This approach is considered both necessary and appropriate to ensure that sites without an obvious regeneration focus do not compete with those that do.

10.3 In the event that monitoring indicates that the nature or distribution of new homes does not match the Council's Overall Spatial Strategy, the Council will consider the need to introduce a Supplementary Planning Document to review the approach to managing housing land release. It is recognised however that the exact form of intervention will ultimately be determined by the severity of the departure from the overarching strategy. In this regard a full review of the policy approach may have to be pursued if an SPD or alternative mechanism is considered unlikely to address the identified issues.

10.4 To provide assurances regarding the longevity of the supply of new homes within the borough, Policy SN1 identifies that if an ongoing deliverable and developable 10 year supply of housing land can no longer be sustained, the Council will consider bringing forward land sourced from one or a combination of the strategic locations as set out in Policy CS9, along with other presently unidentified sources within the built up areas of the borough. To provide additional certainty that such sites are available and ready to contribute to the supply of new homes when needed, Policy SN1 commits the Council to the preparation of a Land Allocations Local Plan. This approach is also considered necessary to ensure that the release of such sites is appropriately managed.

10.5 Figure 10.1 is intended to provide an indicative illustration of anticipated housing growth levels across the plan period on a ward level basis. The figure is based on the borough's deliverable and developable supply of new homes as assessed by the Council's 2010 StrategicHousingLand Availability Assessment (SHLAA). No allowance has been included from any of the Policy CS9 Strategic Locations or Omega because housing supply from these sites may not be needed within the plan period or in the case of the latter is not certain to feature within a wider land use mix. With the exception of Whittle Hall in North West Warrington, which is home to Chapelford Urban Village, Figure 10.1 shows housing growth will be primarily concentrated within the area defined as Inner Warrington.

10.6 There is a need to ensure that new housing responds to the requirements of the whole community, increases housing choice and in doing so seeks to create mixed and inclusive communities. Policy SN2 therefore requires that developers deliver a mix of dwelling types and tenures which respond to local needs.

10.7 With regards to open market dwellings, it is not considered necessary to set out specific targets within policy SN2 to secure a mix of dwelling types. Instead the development management process will continue to be used to negotiate a mix of dwellings dependent on the scale and location of development proposals which come forward. This pragmatic approach has worked well to date within the borough and is therefore preferable to the former alternative approach.

10.8 With regards to affordable housing, evidence on housing need makes clear that there is a significant shortfall of affordable homes within the borough and it is therefore imperative that the Council seek to maximise the supply of affordable homes to be provided through the planning system. Policy SN2 seeks to achieve this by setting out the specific circumstances in which affordable housing will be required as part of development proposals; the percentage of homes to be provided as affordable; and the preferred tenure mix. This approach will provide clarity for both developers and landowners to ensure that the costs of providing affordable homes are properly accounted for in land transactions and development appraisals. Further clarity on the more detailed aspects of policy implementation will be provided through a review of the Council's Affordable Housing Provision Supplementary Planning Document.

10.9 In responding to the needs of the whole community there is a need to ensure that adequate provision is made within the borough to meet the accommodation needs of Gypsies and Travellers and Travelling Showpeople. Policy SN3 identifies the quantum of permanent and transit pitches / plots required by the respective communities within the borough between 2007 and 2027. The figures set out within the policy relate to provision to be provided in addition to existing permanent provision within the borough as at 2007 which is set out in Table 1.

	Total Authorised Provision	Provision Approved on a Permanent Basis	Approved on a Temporary Basis
Gypsies and Traveller Pitch Numbers	20	2	18
Travelling Showpeople Plot Numbers	3	1	2

Table 1 - Authorised Traveller Provision within the borough as at 2007

10.10 In order to provide assurances that the required land will be brought forward to meet the identified Gypsy and Traveller and Travelling Showpeople needs, Policy SN3 commits the Council to the production of a Land Allocations Local Plan. In order to determine planning applications for such provision which may come forward in the interim, Policy SN3 sets out a number of criterion against which development proposals will be assessed. These criteria will also be used, alongside those in Policy CS1, to guide the allocations process where land for Gypsies and Travellers and Travelling Showpeople is concerned.

Evidence:

- Gypsy and Traveller Accommodation Assessment (Cheshire and Warrington)
- Affordable Housing Viability Assessment
- Strategic Housing Market Assessment
- Strategic Housing Land Availability Assessment

Programme of Delivery:

Local Planning Framework	Land Allocations Local Plan Supplementary Planning Documents (SPD) including Affordable Housing SPD Planning Obligations SPD
Council-wide Strategies	WBC Housing Strategy
Other Partner Strategies and Programmes	Cheshire and Warrington Local Investment Plan 2 (LIP2)
Delivery Partners	Private Sector Registered Providers Homes and Communities Agency Neighbourhood Boards (All) Neighbouring Local Authorities
Indicators	Percentage of new homes delivered on Previously Development Land Percentage of new homes delivered within Inner Warrington Type and Tenure breakdown of gross housing completions Quantified future deliverable and developable supply of housing land Percentage of Affordable Homes secured from new qualifying planning approvals Number of net Affordable Home completions Number of permanent Gypsy and Traveller pitches approved and subsequently delivered Number of transit Gypsy and Traveller pitches approved and subsequently delivered Number of permanent Travelling Showperson plots approved and subsequently delivered

Providing Local Services and Facilities

Where we want to be:

Vision - in 2027....

There is an appropriate hierarchy of centres across the borough, including the larger village centres in Lymm and Culcheth, to district centres, community hubs and local sources of fresh food.

What it will look like:

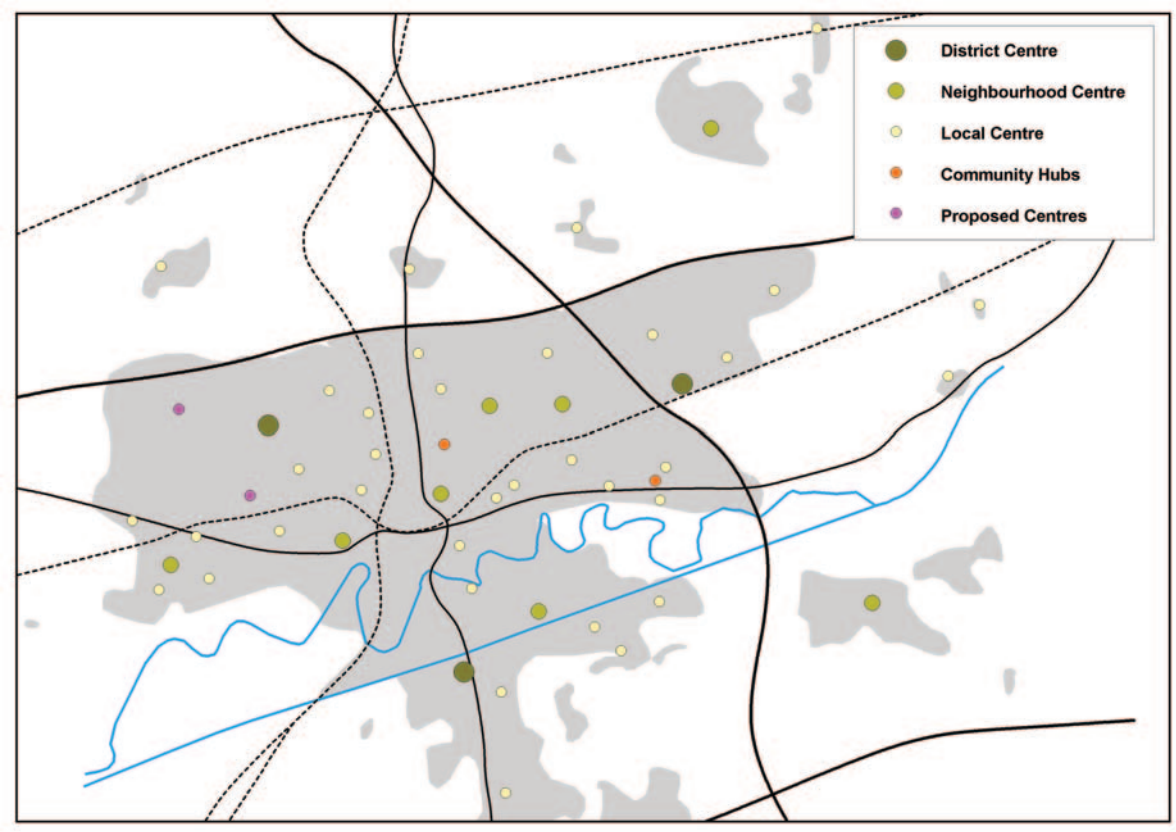

Figure 10.3 Centres and Hubs

How we are going to get there:

Objectives

Ensure all areas have an accessible local centre and / or local hub with access to day-to-day provisions and appropriate services and facilities including skills shops, learning opportunities and community services (Objective I2)

Maintain and enhance centres identified in the retail hierarchy throughout the borough as accessible, key locations for shops, services and community facilities (Objective T2).

Policy SN 4

Hierarchy of Centres

Provision for retailing within the borough will be based on the need to safeguard and enhance the vitality and viability of the following hierarchy of centres:

The **District Centres** as defined on the Proposals Map:

- Birchwood
- Stockton Heath
- Westbrook

The **Neighbourhood Centres** as defined on the Proposals Map:

Chapelford
Culcheth Village
Lovely Lane
Fearnhead Cross
Lymm Village
Honiton Square, Penketh
Orford Lane
Latchford Village
Poplars Avenue/Capesthorne Road

The **Local Centres** as identified on the Proposals Map:

Barley Road, Thelwall
Bridge Lane, Appleton
Bruche Heath Gardens
Burtonwood Village
Callands Local Centre
Church Street, Howley
Cinnamon Brow
Cotswold Road, Poplars
Croft Village
Dam Lane, Woolston
Folly Lane
Dudlows Green Road
George's Precinct, Langley Avenue
Glazebrook Village
Glazebury Village
Gorse Covert Local Centre
Harrison Square, Dallam
Hollins Green Village
Holes Lane/Manchester Road
Hood Manor Local Centre
Howson Road, Longford
Knutsford Road, Latchford
Knutsford Road, Grappenhall
Lindi Avenue, Grappenhall
Locking Stumps Local Centre
Longshaw Street, Bewsey
Marsh House Lane, Fairfield
Oakwood Local Centre
Old Hall
Padgate Lane
Parksway, Woolston
Station Road, Great Sankey
Warrington Road (East), Penketh
Warrington Road (West), Penketh
Winwick Village

Neighbourhood Hubs

Where new neighbourhood hubs cannot be accommodated in defined centres, they should be in sustainable locations where the development would support the accessible co-location of facilities and services.

Policy SN 5

New Retail and Leisure Development Within Defined Centres

Retail and Leisure uses will be directed towards District, Neighbourhood and Local Centres where the development is of a scale and nature appropriate to the area served by the centre. Proposals will be expected to enhance the vitality, viability and overall attractiveness of the centre.

Where retail or leisure uses are proposed outside of a defined centre, the applicant will be required to demonstrate that no suitable sites are available within the centre or in edge of centre locations through applying a sequential approach. Where there are no suitable, available or viable sites within a defined centre, the proposal must demonstrate that there are no significant adverse impacts on that centre(s).

Outside of a defined centre;

- proposals for retail and leisure uses over 200 square metres gross will need to provide justification in the form of a sequential and impact test proportionate to the scale of the proposal.
- small scale proposals of less than 200 square metres gross will not be required to undertake a sequential or impact test.

Policy SN 6

Sustaining the Local Economy and Services

The Council will seek to assist the continued viability and growth of the local economy and support the sustainability of local communities by ensuring proposals;

- do not lead to the loss of viable, accessible sites and buildings used for industrial/commercial purposes or other employment generating uses in local communities including the countryside and its settlements;
- avoid the loss or change of use of viable convenience shops, cultural facilities, post offices and public houses where the loss would impact on the diversity of local services in communities;
- support the retention of viable local health and community facilities;
- support the diversification of farm enterprises;
- support the sustainable growth of existing businesses.

Why have we taken this approach:

10.11 Sustainable neighbourhoods require a range of services which are accessible. National Policy requires Local Planning Authorities to define a hierarchy of retail centres and to identify any deficiencies in local convenience shopping and other facilities which serve peoples day to day needs. In addition, national policy explains that LPAs must assess the capacity of existing centres to accommodate new development, taking account of the role of centres in the hierarchy and identify centres in decline where change needs to be managed. The policy approach defines the borough's District, Neighbourhood and Local Centres where retailing and local services will be directed towards in order to safeguard and enhance their vitality and viability. Where retail or leisure uses are proposed outside of a defined centre, the policy approach seeks to protect defined centres by ensuring that such developments demonstrate that no suitable sites are available within the centre or in edge of centre locations through applying a sequential approach and ensuring that there are no significant adverse impacts on that centre(s).

10.12 In addition, community hubs also play an important role in creating sustainable neighbourhoods. Where new neighbourhood hubs cannot be accommodated in defined centres, they should be located in areas where the development would support the co-location of facilities and services being as accessible and sustainable as possible.

10.13 National Planning Policy continues to promote the importance of vital and viable centres. The policy approach set out above is to direct new retail & leisure development into the borough's defined centres. Such development should be of an appropriate size and scale to support the centre. If retail and leisure uses are proposed on the edge or outside of a defined centre, it must be demonstrated through sequential and impact tests that the vitality and viability of the centre is not compromised as a result.

10.14 National policy also encourages Local Planning Authorities to plan positively for the provision and integration of community facilities (such as local shops, meeting places, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments. The Sustaining Local Services and Facilities policy seeks to seeks to ensure that local services are protected, supported and as accessible as possible.

Evidence:

- Warrington Retail Centres Report

Programme of Delivery:

Local Planning Framework	Local Plan Proposals Map
Council-wide Strategies	
Other Partner Strategies and Programmes	
Delivery Partners	Private Sector Neighbourhood Boards (All) Warrington PCT
Indicators	Diversity of Uses within District, Neighbourhood and Local Centres Capacity for Retail Floorspace

Nurturing Health and Wellbeing

Where we want to be:

Vision - in 2027....

Health inequalities across the borough have been narrowed and people in Warrington are at least as healthy as the national average. Access to sport, recreation and Green Infrastructure facilities has encouraged people to choose healthy lifestyles through walking and cycling. This modal shift away from the private car has lead to improved health and a reduction in pollutant levels.

The majority of elderly and vulnerable people are able to live independently. All proposals and policies have been appraised to ensure health benefits are maximised and adverse impacts avoided.

All new development incorporates crime reduction measures and crime remains well below the national average.

How we are going to get there:

Objectives

Improve access to quality healthcare through the ongoing provision of new and improved healthcare facilities in locations that are accessible by public transport (Objective HP1)

Reduce crime, the fear of crime, and anti-social behaviour, particularly in the Town Centre and the most deprived neighbourhoods through good design, high quality and visible environments, and by raising aspirations and social responsibility through education and training for employment (Objective HP2)

Promote the "Building for Life" design standard in residential developments (Objective HP3)

Provide sport, recreational and cultural facilities in sustainable locations which are accessible for all by modes of transport other than the private car (Objective HP4)

To promote and support the Council's Greenways and Healthy Lifestyles Strategy, and in particular initiatives relating to strategically important locations at:

- The Mersey Valley
- Sankey Valley Park
- Walton Hall Estate
- Victoria Park
- OrfordPark (Objective GI3)

Policy SN 7

Enhancing Health and Well-being

The Council and its partners will seek to reduce health inequalities within the borough by supporting the development of new, or the co-location and co-ordination of existing, health, social, cultural and community facilities. Where possible such facilities should be located in defined centres or neighbourhood hubs.

The Council and its partners will seek to ensure that planning helps to promote healthy lifestyles across all of the borough's communities. Within the Town Centre, Inner Warrington and North Warrington, where health and well-being inequalities are at their greatest, the Council will require all development proposals to give full and proper consideration to;

- ensuring good and convenient access to employment and training opportunities as well as essential social and community services and facilities
- maximising opportunities for contact with nature, cultural activities, exercise and active travel
- improving access to and promoting opportunities for 'grow your own' food
- delivering a mixture of dwelling types and tenures designed to enable a greater degree of self independent living
- securing environments which deter crime and are resilient to the impacts of climate change
- maximising opportunities for renewable and decentralised energy

The redevelopment of existing allotment sites for other uses will only be permitted where it can clearly be shown that the facility is no longer required or that it can be adequately and conveniently replaced elsewhere without a loss of biodiversity or community value.

Developers will be required to consider provision for allotments and community gardens in new development in line with the Council's standards. Where deficiencies exist in the provision of allotments, the Council will seek to identify potential sites and undertake improvements to existing sites.

Why we have taken this approach:

10.15 The 2010 Indices of Multiple Deprivation (IMD) identify that, with regards to health and disability deprivation, a significant percentage of the borough's super output areas rank amongst the worst nationally. Reducing health and wellbeing inequalities across the plan period is therefore a fundamental issue for the Council and its partners to address. Whilst there are difficulties in linking specific policy interventions with outcomes, primarily given the large number of variables that can influence these, spatial planning is widely accepted as being able to positively influence health issues.

10.16 A series of policy interventions already prescribed in the Core Strategy will, alongside securing their more specific intended purposes, consequently promote wellbeing and healthy living. In this regard improving health and well-being is primarily addressed within the Core Strategy as constituting a cross cutting theme.

10.17 The 2010 IMD identifies that those communities with the poorest health and disability levels are geographically concentrated within the Town Centre, Inner Warrington and North Warrington. As such it is considered appropriate and necessary, when faced with development proposals in these areas, to amplify the importance of giving full and proper consideration to those aspects of spatial planning which can positively influence health issues.

10.18 Policy SN7 seeks to improve health in the Town Centre, Inner Warrington and North Warrington by securing and improving access to;

- social and community services and facilities, and particularly those which provide support and assistance in order to maintain and improve health.
- employment opportunities with unemployment for example proven to have a major negative health impact on both males and females
- cultural activities, green spaces and the natural environment which are increasingly proven to positively improve health and wellbeing through encouraging people to be more active, reducing stress levels and aiding recovery from, and even preventing, illnesses
- opportunities for 'grow your own' food which, alongside promoting active lifestyles, are proven to raise awareness amongst communities of the health and cost benefits associated with fresh food

and by promoting good and high quality design which;

- incorporates a mixture of dwelling types and tenures that relate to identified needs, including affordable needs, and which are aligned, in design terms, to Lifetime Homes and Building for Life Standards to enable a greater degree of self independent living and mental wellbeing
- reduces the fear and perception of crime which in turn can help to alleviate unnecessary stress and anxiety
- ensures, through recognition that disadvantaged communities are likely to shoulder a disproportionate share of the burden of climate change, new environments are resilient to the impacts of climate change
- maximises opportunities for renewable and decentralised energy specifically through recognition of such measures in helping to eradicate fuel poverty

10.19 Through recognition that demand significantly outstrips the supply of allotments within the borough, Policy SN7 seeks to afford additional protection to existing allotment sites and to secure new or improvements to existing provision wherever possible through the opportunities afforded by new developments.

Evidence:

- Indices of Multiple Deprivation
- Open Space Audit

Programme of Delivery:

Local Planning Framework	Supplementary Planning Documents (SPD) including Design and Construction SPD Open Space and Recreation Provision SPD
Council-wide Strategies	Emerging Playing Pitch Strategy Victoria Park Development Framework
Other Partner Strategies and Programmes	
Delivery Partners	Private Sector Warrington PCT Sport England Educational Establishments
Indicators	Indices of Multiple Deprivation (IMD)

11 Securing a High Quality Environment

Being Carbon Neutral

Where we want to be:

Vision - in 2027....

The borough's carbon footprint has reduced. The design and layout of development is influenced by climate change considerations and new development is generating a substantial proportion of its energy needs from renewable sources. Energy efficiency has improved through higher standards of construction and improvements to existing buildings.

How we are going to get there:

Objectives

To reduce emissions of greenhouse gases and the borough's carbon footprint by;

- encouraging the use of less energy for transport, and in our homes and businesses
- using energy more efficiently
- generating more energy from renewable and low carbon sources (Objective S1)

To secure a proportion of the energy supply of all new developments from decentralised and renewable or low carbon sources where appropriate (Objective S2)

Policy QE 1

Decentralised Energy Networks and Low Carbon Development

The Council will encourage proposals that seek to maximise opportunities for the use of decentralised renewable and low carbon energy. Specific opportunities exist at the strategic locations and strategic opportunities identified in the Overall Spatial Strategy and on the Key Diagram. In these areas development will be required to;

- meet a proportion of their energy needs from renewable or low carbon sources based on an assessment of the feasibility and viability of such sources.
- establish, or connect to an existing decentralised energy network where appropriate and available, or
- make provisions to enable future connectivity in terms of site layout, heating design and site-wide infrastructure design.

Development proposals in all locations should seek to minimise carbon dioxide emissions and the impacts of climate change on the environment, economy and quality of life by adhering to the following hierarchy:

1. Reducing the need for energy consumption;
2. Using energy as efficiently as possible;
3. Using renewable and low carbon energy where possible;
4. Using fossil fuels and / or nuclear power.

Policy QE 2

Grid Connected Renewable Energy Infrastructure

The Council and its partners will support proposals for grid-connected renewable or low carbon energy infrastructure and schemes provided that they do not result in unacceptable harm to the local environment.

Why we have taken this approach:

11.1 The deployment of renewable and low-carbon energy and the design and construction of future development has a central role to play in delivering sustainable growth and the targets for low and zero carbon development in the UK as part of the Governments strategy for contributing to the mitigation and adaptation of climate change through reducing greenhouse gas emissions and ensuring energy security. The Government has set a legally binding target of reducing the UK's greenhouse gas emissions by 34% below 1990 levels by 2020 and 80% by 2050[(5)] There are also UK targets to generate 30% of all our electricity from renewable sources by 2020[(6)] and an objective to deliver zero carbon and sustainable developments that are adaptable to changing climatic conditions.

11.2 This policy has been informed by an evidence based study prepared for the Liverpool City Region[(7)], which estimated the additional energy requirements up to 2025, assessed the potential for renewable energy in the sub-region and investigated the spatial opportunities and constraints in the individual local authority areas. Based on new housing and employment development projections it has been estimated that heat and electrical consumption will more than double from 37,556 MWh in 2015 to 79,051 MWh in 2025, with associated increases in carbon emissions. This served to illustrate that if sustainable growth is to proceed as planned across the borough and if the Council is to contribute to achieving the national targets and the aspirational CO_2 reduction targets for the borough set out in the Carbon Management Plan then serious measures will be required to ensure that new development can access the infrastructure necessary to meet their energy needs without contributing significantly, if at all, to growth in carbon emissions and the associated implications for climate change.

11.3 The National Planning Policy Framework advocates that the local planning framework should contain policies to promote and encourage renewable energy schemes generally rather than restrict them. In line with this the Liverpool City Region study recommended a policy structure which sought to influence the quality of development proposals to promote energy efficiency and sustainable sources of energy supply together with a supportive framework for delivering low and zero carbon energy infrastructure to support the anticipated levels of development.

11.4 In respect of Warrington the study identified combined heat and power and district heating networks as the most suitable and viable solutions for achieving significant reductions in CO_2 emissions as there are relatively small but identifiable heat loads with potential for others to come forward in the future during the plan period. In addition the study identified that, as the Building Regulations are progressively tightened, developers will be dependant upon having access to decentralised energy networks in order to achieve the low and zero carbon targets. This is particularly the case after 2013 when carbon reduction targets for housing development are still expected to require a 44% improvement beyond the 2006 regulations.

11.5 The long-term ambition is to deliver a strategic district heating network across the borough. The Council recognises that the opportunities for installing such a network across existing communities is, for the most part, beyond the scope of planning. Therefore, Policy QE1 requires development to be able to connect to a scheme once such a network is in place and to be designed to be compatible with future networks, in terms of site layout, heating and site-wide infrastructure design. The policy requires larger more strategic new developments to install their own network, which can later be

5 The Climate Change Act 2008
6 The UK Renewable Energy Strategy (2009)
7 Liverpool City Region - Renewable Energy Capacity Study (Stages 1 and 2)(Arup 2010)

connected up to a larger network, where it can be demonstrated that this is the most feasible and viable renewable or low carbon energy option. In order to minimise costs the Council will undertake further, more detailed work to assess the feasibility of opportunities for decentralised energy networks in the strategic locations and opportunity areas identified in the strategic policies and on the key diagram.

11.6 As the vast majority of the borough's homes and businesses that will exist in 2027 are already built, consideration of the existing building stock is very important. It will contribute the greatest amount to our carbon emissions over the plan period and beyond. New development can act as a catalyst to the development of low carbon energy networks that can link to existing buildings and help to achieve wider carbon reductions, in line with policy QE1. Extensions and alterations also offer an opportunity to make carbon reductions and applicants will be encouraged to reflect this in their proposals.

11.7 Building regulations legislation is set to require nearly all development to be 'zero-carbon' before 2027. Therefore, the primary purpose of this policy is to get developers prepared to achieve 'zero-carbon' development by the time it becomes mandatory, and to account for 'unregulated emissions', which are emissions as a result of using electrical appliances as these will not now form part of the definition of zero carbon in the future.

11.8 The first step in achieving carbon reductions is to conform to the energy hierarchy. All development must be accompanied by information outlining how the energy hierarchy has been taken into consideration, and how the development has been designed to minimise its CO_2 emissions and the impacts of climate change. Developments will be expected to prepare a carbon reduction statement outlining what efficiency measures and low-carbon technologies have been considered and the reductions that can be achieved. It is expected that these will be measured against the current Building Regulations standard at the time the application is made. Additional information on how to comply with this policy will be provided in a revised version of the Design and Construction Supplementary Planning Document.

11.9 In some situations, it may not be possible to achieve carbon reductions through on-site measures. In these situations, the developer will be encouraged to achieve as much carbon reductions as is reasonably practicable through 'allowable solutions', such as the development of a wind turbine off-site, or a financial contribution towards the development of a strategic energy scheme such as a district heat network.

11.10 As it is a key requirement to reduce carbon emissions, all viability issues will need to be clearly stated in a viability statement and will be scrutinised. Innovative funding and investment solutions should be explored as capital costs should not prejudice good longer-term solutions.

11.11 Large scale grid connected renewable energy developments also have an important role to play in contributing to both national and local targets for reducing carbon emissions and producing energy from renewable sources. Government policy sets a broad presumption in favour of permitting renewable and low carbon energy generation and advises that local authorities should identify suitable areas for its generation and policies should be designed to maximise renewable and low carbon development, whilst taking into account environmental (including cumulative, landscape and visual impacts), social and economic constraints. In this regard the Council will take account of any proposed mitigation measures where adverse environmental, social and/or economic impacts have been identified in line with national planning policy.

11.12 Although, the city region renewable energy study did not identify any specific sites for large scale renewable energy generation schemes in Warrington, there has been some developer interest in both wind and solar farms and future potential may exist as advancements in renewable technologies are made and economies of scale can be more widely realised. In addition, there may be opportunities for sub-regional developments that contribute to the generation of renewable energy and the council will seek to identify opportunities for networks, as outlined above. However, it is recognised that there may be environmental and policy constraints to such proposals due to Warrington's location within the Cheshire Green Belt and surrounded by open countryside that contains a number of sites with environmental designations and that is predominantly in productive agricultural use. In addition, there are particular issues due to the borough's unique location in close proximity to two international airports and being surrounded by a motorway network.

Evidence:

- Cheshire and Warrington Climate Change Action Plan (2007)
- Liverpool City Region Renewable Energy Capacity Study (Arup, 2010)
- Warrington Borough Council Carbon Management Plan (2011)
- Warrington Borough Council Climate Change Strategy (2007)
- UKCIP Climate Change Projections (2009)

Programme of Delivery:

Local Planning Framework	Supplementary Planning Documents (SPD) including Design and Construction SPD
Council-wide Strategies	Climate Change Strategy Carbon Management Plan
Other Partner Strategies and Programmes	
Delivery Partners	Private Sector Energy Providers National Grid Registered Providers
Indicators	Energy produced from renewable sources

Being Natural and Durable

Where we want to be:

Vision - in 2027....

The Green Infrastructure network, which includes the countryside and the Red Rose and Mersey Forests, provides an attractive setting for residents, investors and visitors. It is well maintained and easily accessible providing a resource for many functions including recreation, education, biodiversity, geodiversity, supporting healthy communities and a sustainable transport network. The network also fulfils an important role in mitigating the effects of climate change.

The borough is exercising careful stewardship of the natural environment and has acted to safeguard and enhance vital natural resources including water, air, and soil which help to both mitigate and adapt to climate change.

All development proposals are fully assessed using the information in the Strategic Flood Risk Assessment and Preliminary Flood Risk Assessment, and inappropriate developments are refused planning permission. Flood risk within existing developments has been reduced and all new development is flood resistant and resilient, where necessary.

How we are going to get there:

Objectives

Mitigate and adapt to all flood risks in the borough, particularly at key locations in the urban sections of the Mersey floodplain through influencing the location and design of development and the sustainable use, storage and disposal of water (Objective S4)

Ensure that potential environmental problems arising from the impacts of new development are avoided by adopting appropriate policies to safeguard and ensure prudent use of resources including land, air, water, biodiversity and heritage taking opportunities to create new and enhance existing provision where ever possible (Objective S5)

Reduce the impacts of climate change and secure improvements to air quality within the borough through the sustainable location of development and reductions in congestion as a result of demand management measures and realistic alternatives to using the private car (Objective T9)

Encourage environmental improvements in areas of deprivation, including the number and quality of parks and green spaces, landscaping and improvements to mitigate the impacts of climate change including flood risk (Objective I4).

(Objective GI1) Identity, conserve, diversify and where appropriate extend the existing multi-functional network of green infrastructure in the urban and rural areas of the borough to maximise it's value in providing opportunities for:

- space and habitat for wild flora and fauna and access to nature for people
- improving health and well-being through providing opportunities for relaxation to lower stress levels and providing access to both informal and formal sport and recreation for exercise
- climate change adaptation through for example protecting the integrity of natural systems and processes, flood alleviation, cooling urban heat islands and the production of energy crops
- supporting economic development by providing attractive environments to contribute to inward investment
- opportunities for environmental education
- local food production through allotments, private gardens and agriculture

Identify, conserve, restore and where appropriate enhance key features, sites and areas of international, national, regional and local significance for biodiversity and geodiversity and contribute to the delivery of Local Biodiversity Action Plan targets (Objective GI6)

Ensure that provision is made for Green Infrastructure as an integral part of all new development in order to provide social, economic and environmental benefits close to where people live and work (Objective GI2)

Policy QE 3

Green Infrastructure

The Council will work with partners to develop and adopt an integrated approach to the provision, care and management of the borough's Green Infrastructure. These efforts will be focused on;

- protecting existing provision and the functions this performs;
- increasing the functionality of existing and planned provision especially where this helps to mitigate the causes of and addresses the impacts of climate change;
- improving the quality of existing provision, including local networks and corridors, specifically to increase its attractiveness as a sport, leisure and recreation opportunity and its value as a habitat for biodiversity;
- protecting and improving access to and connectivity between existing and planned provision to develop a continuous right of way and greenway network and integrated ecological system;
- securing new provision in order to cater for anticipated increases in demand arising from development particularly in areas where there are existing deficiencies assessed against standards set by the Council.

Policy QE 4

Flood Risk

The Council will only support development proposals where the risk of flooding has been fully assessed and justified by an agreed Flood Risk Assessment. A site specific Flood Risk Assessment is required for proposals of 1 hectare or greater in Flood Zone 1 and all proposals for new development (including minor development and change of use) in Flood Risk Zones 2 and 3 and Critical Drainage Areas as defined by the SFRA, and also where proposed development or a change of use to a more vulnerable class may be to other sources of flooding. The Flood Risk Assessment should also address, if required, the sequential and exceptions tests as set out in National Planning Policy.

Where the sequential and exception tests are satisfied, the Council will require development proposals to;

- provide safe and clear access and egress routes in the event of a flood.
- manage surface water run-off to ensure that flood risk is not increased and that a reduction of at least 30% will be sought on previously developed land, rising to a minimum of 50% in Critical Drainage Areas or in areas susceptible to intermediate or high risk surface water flooding.
- use Sustainable Drainage Systems that incorporate natural drainage, rather than using traditional piped systems in new developments unless it can be demonstrated that such techniques are impractical or would present an unacceptable pollution risk.
- provide compensatory storage where development is proposed in undefended areas of the floodplain.
- ensure that the layout and design of a site is considered to provide the opportunity to provide flood resilience measures and reduce flood risk within the development.
- apply a sequential approach at a site level to minimise risk by directing the most vulnerable development to areas of lowest risk.
- avoid the use of culverting and building over watercourses and where practical to re-open existing culverts.
- ensure that appropriate mitigation is included within the design of the development to make it safe for the future users of the site without adversely affecting others.
- ensure that developers have considered the impacts of climate change to ensure that the future users of the development are not put at additional danger of flooding, which may be exacerbated by climate change over the lifetime of the development.

In addition, in areas identified by the Council as being at intermediate and high risk of surface water flooding, development proposals that are greater than 0.5 hectares should be supported by a Flood Risk Assessment which considers information in Warrington's Strategic Flood Risk Assessment and Preliminary Flood Risk Assessment to demonstrate that the development;

- is not at risk from existing drainage systems or overland flows
- will make a positive contribution to managing or mitigating flood risk
- will not adversely affect existing flooding conditions

Policy QE 5

Biodiversity and Geodiversity

The Council will work with partners to protect and where possible enhance sites of recognised nature and geological value. These efforts will be guided by the principles set out in National Planning Policy and those which underpin the strategic approach to the care and management of the borough's Green Infrastructure in its widest sense.

Sites and areas recognised for their nature and geological value are shown on the Proposals Map and include:

- European Sites of International Importance
- Sites of Special Scientific Interest
- Regionally Important Geological Sites
- Local Nature Reserves
- Local Wildlife Sites
- Wildlife Corridors

The specific sites covered by the above designations at the time of publication are detailed in Appendix 2.

Proposals for development which may affect **European Sites of International Importance** will be subject to the most rigorous examination in accordance with the Habitats Directive. Development or land use change not directly connected with or necessary to the management of the site and which is likely to have significant effects on the site (either individually or in combination with other plans or projects) and which would affect the integrity of the site, will not be permitted unless the Council is satisfied that;

- there is no alternative solution; and
- there are imperative reasons of over-riding public interest for the development or land use change.

Proposals for development in or likely to affect **Sites of Special Scientific Interest (SSSI)** will be subject to special scrutiny. Where such development may have an adverse effect, directly or indirectly, on the SSSI it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard the national network of such sites.

Proposals for development likely to have an adverse affect on **regionally and locally designated sites** will not be permitted unless it can be clearly demonstrated that there are reasons for the development which outweigh the need to safeguard the substantive nature conservation value of the site or feature.

Proposals for development which may adversely affect the integrity or continuity of **UK Key habitats or other habitats of local importance**, or adversely effect **UK Priority Species or other species of local importance**, or which are the subject of **Local Biodiversity Action Plans** will only be permitted if it can be shown that the reasons for the development clearly outweigh the need to retain the habitats or species affected and that mitigating measures can be provided which would reinstate the habitats or provide equally viable alternative refuge sites for the species affected.

All development proposals affecting protected sites, wildlife corridors, key habitats or priority species (as identified in Local Biodiversity Action Plans) should be accompanied by information proportionate to their nature conservation value including;

- a site survey where necessary to identify features of nature and geological conservation importance;
- an assessment of the likely impacts of the proposed development proposals for the protection and management of features identified for retention;
- an assessment of whether the reasons for the development clearly outweigh the nature conservation value of the site, area or species; and
- proposals for compensating for features damaged or destroyed during the development process.

Where development is permitted, the Council will consider the use of conditions or planning obligations to ensure the protection and enhancement of the site's nature conservation interest and/or to provide appropriate compensatory measures.

Policy QE 6

Environment and Amenity Protection

The Council, in consultation with other Agencies, will only support development which would not lead to an adverse impact on the environment or amenity of future occupiers or those currently occupying adjoining or nearby properties, or does not have an unacceptable impact on the surrounding area. The Council will take into consideration the following:

- The integrity and continuity of tidal and fluvial flood defences;
- The quality of water bodies, including canals, rivers, ponds and lakes;
- Groundwater resources in terms of their quantity, quality and the ecological features they support;
- Air quality;
- Noise and vibration levels and times when such disturbances are likely to occur;
- Levels of light pollution and impacts on the night sky;
- Levels of odours, fumes, dust, litter accumulation and refuse collection / storage.
- Overlooking and loss of privacy;
- Sunlight, daylight and overshadowing;
- The effect and timing of traffic movement to, from and within the site and car parking including impacts on highway safety;
- The ability and the effect of using permitted development rights to change use within the same Use Class (as set out in the in the Town and Country Planning (General Permitted Development Order) without the need to obtain planning consent.

Proposals may be required to submit detailed assessments in relation to any of the above criteria to the Council for approval.

Where development is permitted which may have an impact on such considerations, the Council will consider the use of conditions or planning obligations to ensure any appropriate mitigation or compensatory measures are secured.

Development proposals on land that is (or is suspected to be) affected by contamination or ground instability must include an assessment of the extent of the issues and any possible risks. Development will only be permitted where the land is, or is made, suitable for the proposed use.

Why we have taken this approach:

11.13 Green Infrastructure is the term which refers to the borough's collective network of green spaces and environmental features including for example parks and formal gardens; village greens; wetlands, woodlands and meadows; all watercourses, including small brooks, canals and the corridors

through which they flow; playing fields, amenity space in housing estates; transport corridors and rights of way. Through recognition of the many benefits it can provide for people and for wildlife, Green Infrastructure is now widely recognised as a critical ingredient in creating successful places where people want to live and work.

11.14 At the outset Policy QE3 seeks to conserve Green Infrastructure assets as well as protecting the vital and wide ranging functions these assets perform. To maximise the social, economic and environmental benefits of Green Infrastructure the Council is promoting an integrated approach which seeks to ensure that Green Infrastructure is a multi-functional resource capable of delivering the quality of life and ecological benefits required by the communities it serves; as well as those needed to underpin wider sustainability issues such as mitigating the causes of and adapting to the impacts of climate change. Alongside this the Council will also seek to ensure that opportunities to improve the quality of the network, to the benefit of both people and wildlife, are taken, as well as those to connect areas of fragmentation so as to create a continuous right of way network and integrated ecological system throughout the borough.

11.15 For Green Infrastructure to keep pace with development it is important that those proposals which will place increased demand on assets contribute to upgrading the capacity of the network. This approach will be particularly important in those areas of the borough which are already proven as being less well provided for than others.

11.16 To assist in assessing the value and function of Green Infrastructure assets, and to facilitate assessments of provision within a given locality, the Council will identify quantitative, qualitative and accessibility standards, as well as the process which should guide any assessment, within a 'Green Infrastructure and Recreation Provision' Supplementary Planning Document. This approach will also be used to identify and provide further details on the scope and nature of the extensive information that the Council already hold on the amount, distribution and value of different types of Green Infrastructure within the borough.

11.17 Warrington is at risk from many different sources of flooding including, main rivers, ordinary watercourses, surface water runoff, sewer flooding and the residual risks associated with artificial water bodies such as the Bridgewater Canal, the Manchester Ship Canal and reservoirs.

11.18 The majority of Warrington is built on the floodplain of the River Mersey, with about three quarters of the urban area lying between 5 and 12 metres above sea level (AOD). The main source of flooding is the River Mersey and its five key tributaries, which flow through the centre of the borough. The Manchester Ship Canal plays a vital role in managing fluvial flood risk along the Mersey. Although principally a navigation canal, the canal provides a floodwater bypass channel for Warrington, which significantly reduces the incidence of flooding from fluvial flows.

11.19 National planning policy and Environment Agency guidance sets out clear requirements that flood risk should be taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and direct development away from areas at highest risk. Flood risk assessments should be carried out to the appropriate degree at all levels of the planning process, to assess the risks of all forms of flooding and to inform the application of the sequential approach. The sequential test seeks to steer development to areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed.

11.20 Surface water flooding is also a key flood risk consideration in Warrington. Surface water flooding includes surface water runoff (pluvial flooding), sewer flooding and flooding from groundwater. Whilst pluvial flooding from heavy rain fall can occur anywhere in the borough, there are certain locations in Warrington where the probability and consequences of these mechanisms are more prominent. The interaction between these sources of flooding and their interaction has helped to inform the identification of Critical Drainage Areas in Warrington's Strategic Flood Risk Assessment (SFRA) and has informed the Surface Water Management Plan (SWMP) which provides further evidence to support the management of surface water discharges from new developments. The findings of the SWMP identify that the level of risk across the borough is higher than the strategic evaluation of surface water flooding and therefore the policy approach suggested in the SFRA should be applied across the borough, rather than been confined to the Critical Drainage Areas as identified by the SFRA.

11.21 Whilst sites of importance for their nature and geological value fall within the wider remit of 'Green Infrastructure', National Planning Policy requires the specific identification of such sites and a distinct policy approach to ensure their protection. In order to guide the degree of protection afforded to sites national planning policy requires a distinction to be made between the hierarchy of the status of designations. Policy QE5 responds to this by setting out the formal designations active within the borough and ranking these in order of their importance.

11.22 The stewardship of natural resources is key to sustainable development and the Core Strategy has a role in safeguarding land, air and water resources. In a similar way, the Core Strategy also has a role in safeguarding the amenity of future occupiers, or properties near to development as well as the wider area. In all cases Policy QE6 looks to protect the environment and amenity, and where development has an impact ensure appropriate mitigation or compensatory measures are secured through conditions or planning obligations.

Evidence:

Green Infrastructure

- Landscape Character Assessment
- Revised Open Space Review
- Open Space Audit
- Phase 1 Habitat Survey (2009)
- Emerging Play Pitch Strategy

Flood Risk

- Strategic Flood Risk Assessment
- Surface Water Management Plan
- Water Cycle Study (Mid Mersey Growth Point)(2011)

Biodiversity and Geodiversity

- Phase 1 Habitat Survey (2009)
- Water Cycle Study (Mid Mersey Growth Point)(2011)

Securing a High Quality Environment

Programme of Delivery:

Local Planning Framework	Supplementary Planning Documents (SPD) including Open Space and Recreation Provision SPD
Council-wide Strategies	Third Local Transport Plan (LTP3) Emerging Playing Pitch Strategy Victoria Park Development Framework Active Warrington Strategy Refreshed Open Space Review Rights of Way Improvement Plan
Other Partner Strategies and Programmes	Liverpool City Region Green Infrastructure Framework Warrington Flood Risk Management Strategy Catchment Flood Management Plan Biodiversity Action Plans
Delivery Partners	Private Sector Warrington Borough Council Parish Councils The Peel Group United Utilities Natural England Mersey Forest Local Nature Partnership Environment Agency Woodland Trust Cheshire Wildlife Trust
Indicators	Loss/Gain of Green Infrastructure Number and extent of Protected Sites

Being Distinct and Attractive

Where we want to be:

Vision - in 2027....

Warrington is a distinct and attractive place. Approaches and gateways to the town are improved. Those visiting Warrington, as well as residents, are pleased by the quality of neighbourhoods, key gateways and routes into the borough and the town and district centres. Open spaces and the public realm are improved and form an integral role in the quality of environment for local residents.

Protection of the built environment including Conservation Areas and the historic environment has continued and assets have been enhanced where possible. The need for good design is central to the management of development in the borough and "design" is embraced in a holistic way that embraces sustainable construction, public art, crime prevention and waste minimisation / management. There is attention to detail and good design in all new development. The unique elements of the built environment that Warrington possesses are well managed and looked after.

How we are going to get there:

Objectives

To identify, conserve and where appropriate enhance the borough's historic assets, and their settings, to ensure that the assets play their full part in the social, economic and environmental life of the borough, for example by encouraging visitors to support the local economy and sustainability re-using and enhancing heritage assets as an inherent part of place shaping and regeneration (Objective BE1)

To achieve the high quality, inclusive and sustainable design of buildings, places, spaces, sites and streets (Objective BE2)

To require that all new development tackles the threat of climate change and is capable of adapting to its effects (Objective S3)

To protect and enhance the landscape and townscape character of the built up areas of the borough (Objective GI5)

Policy QE 7

Ensuring a High Quality Place

The Council will look positively upon proposals that are designed to;

- be sustainable, durable, adaptable and energy efficient;
- create inclusive, accessible and safe environments;
- function well in relation to existing patterns of movement and activity;
- reinforce local distinctiveness and enhance the character, appearance and function of the street scene, local area and wider townscape;
- harmonise with the scale, proportions and materials of adjacent and / or existing buildings;
- maintain and respect the landscape character and, where appropriate, distinctiveness of the surrounding countryside;
- use the density and mix of development to optimise the potential of the site without damaging the character of the area; and
- be visually attractive as a result of good architecture and the inclusion of appropriate public space.

Developers will be encouraged to engage with neighbourhoods and communities in developing design solutions. Where appropriate, developments should harness the imagination and creative skills of artists and urban designers in the design process to create distinctive urban environments.

The Council will promote design excellence in new housing developments and will use accepted environmental standards such as Building for Life and the Code for Sustainable Homes to evaluate the design quality of all proposals for major residential development within the borough.

Policy QE 8

Historic Environment

The Council will ensure that the fabric and setting of heritage assets, as set out below, are appropriately protected and enhanced in accordance with the principles set out in National Planning Policy.

- Scheduled Monuments
- Listed Buildings
- Conservation Areas
- Areas of known or potential Archaeological Interest

The Council and its partners will aim to recognise the significance and value of historic assets by identifying their positive influence on the character of the environment and an area's sense of place; their ability to contribute to economic activity and act as a catalyst for regeneration; and their ability to inspire the design of new development.

Buildings and structures which are valued as good examples of local architectural styles or for their historic associations, are included on a local list produced by the Council. The buildings and structures included on this list are detailed in Appendix 3.

To be included on the local list, a building should be substantially unaltered and retain the majority of its original features and either:

1. be a good example of a particular local building type, craftsmanship, architectural quality, style or detailing, or
2. display physical evidence of periods of local economic, technical or social significance, well-known local people or historic events

Development proposals which affect the character and setting of all heritage assets will be required to provide supporting information proportionate to the designation of the asset which;

- adopts a strong vision of what could be achieved which is rooted in an understanding of the asset's significance and value, including its setting;
- avoids the unnecessary loss of and any decay to the historic fabric which once lost can not be restored;
- recognises and enhances the asset's contribution to the special qualities, local distinctiveness and unique physical aspects of the area;
- fully accords with the design principles outlined elsewhere within the Local Planning Framework;
- includes suitable mitigation measures, including an appropriate desk-based assessment and where necessary field evaluation and publication, for areas with known or potential archaeological interest.
- ensures the knowledge and understanding of the historic environment is available for this and future generations. The evidence arising from any investigations should be publicly accessible through the Historic Environment Record and the local museum.

Applications for new development will also be required to take all reasonable steps to retain and incorporate non-statutorily protected heritage assets contributing to the quality of the borough's broader historic environment.

11 Securing a High Quality Environment

Why we have taken this approach:

11.23 The planning system has a key role to play in protecting and enhancing the built environment. National planning policy seeks to ensure that the need for good design is factored in to decisions on planning applications. Policy QE7 aims to demonstrate a local interpretation of the most up-to-date national policy and seeks to ensure that all new development proposals within the borough are of the highest possible design standard, recognising the many wider benefits of good design in new developments. The policy aims to ensure locally distinct high quality environments in which to live and work throughout the borough.

11.24 The historic environment is an important asset of local, regional and national significance. Government policy requires the protection of listed buildings, conservation areas, scheduled monuments and archaeological sites and landscapes. Policy QE8 recognises the value of these heritage assets to the borough.

11.25 It also gives a high priority to those assets that are locally significant or which may provide an important source of environmental, social and economic benefit for the borough. These are locally important buildings and other heritage assets which make a valuable contribution to the character of the borough.

11.26 The Council is committed to the protection and enhancement of these assets

Evidence:

- Landscape Character Assessment
- Cheshire Historic Environment Record
- Local List
- Open Space Audit
- Revised Open Space Review
- National Heritage List for England (All designated sites including listed buildings, scheduled monuments)

Programme of Delivery:

Local Planning Framework	Placemaking Strategies Supplementary Planning Documents (SPD) including Design and Construction SPD
Council-wide Strategies	Third Local Transport Plan (LTP3) Conservation Area Management Plans Public Art Strategy
Other Partner Strategies and Programmes	
Delivery Partners	Private Sector Registered Providers English Heritage Design Council Police Archaeology Planning Advisory Service, Cheshire Shared Services
Indicators	Number and extent of designated sites/assets Building for Life Number of sites on the English Heritage 'Heritage at Risk Register'

12 Making the Place Work

Connecting People and Places

Where we want to be:

Vision - in 2027....

Warrington has built on its strong roots as a regional transport hub. The town is easy for everyone to get to and to get around, with an integrated transport system providing realistic and reliable alternatives to using cars including walking and cycling, public transport and park and ride. The Strategic Road Network in the vicinity of Warrington continues to perform its strategic function to the benefit of both Warrington and the wider economy.

Development has been guided towards more sustainable locations and congestion has been reduced through demand management measures which have encouraged people to use modes of transport other than the car where possible, and the existing network of public rights of way has been extended and enhanced.

The Manchester Ship Canal and railway infrastructure are vital for the movement of freight and International links and tourism opportunities have been maximised.

What it will look like:

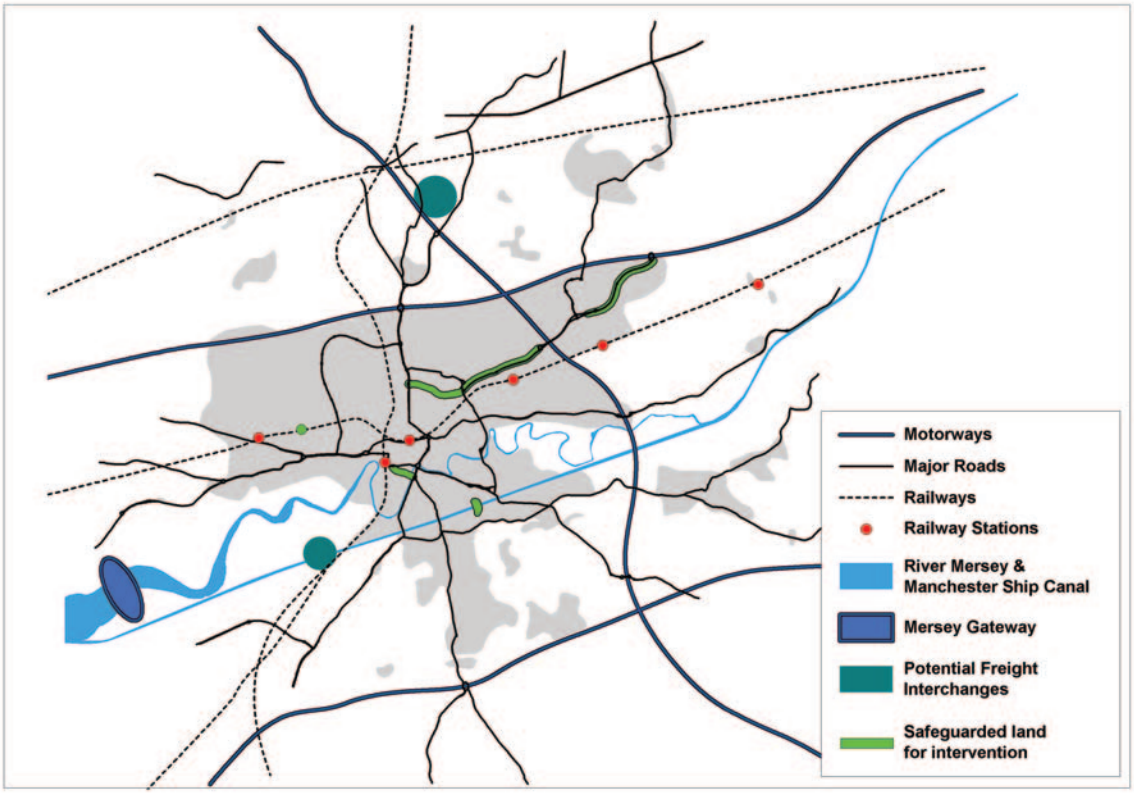

Figure 12.1 Strategic Elements of Warrington's Transport Network

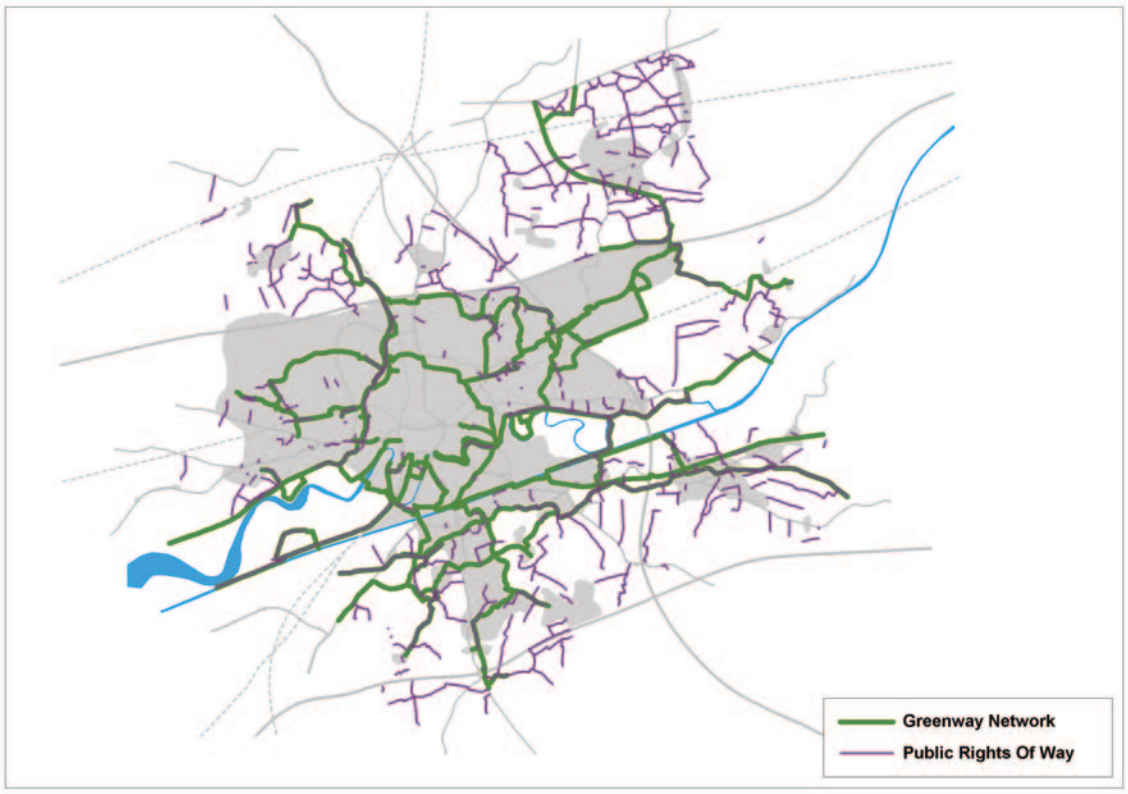

Figure 12.2 Greenways and Public Rights of Way

How we are going to get there:

Objectives

Ensure all new residential development is built in sustainable locations with walking, cycling and public transport access to employment, health, education, leisure facilities and fresh food (Objective T1)

Ensure that any commuting into or out of the borough is as sustainable as possible, making best use of public transport including Strategic Park and Ride facilities and ensuring that transport hubs within the borough are linked to employment areas (Objective T4).

Increase the movement of freight by rail and water whilst ensuring that there is minimal detrimental effect on water quality, as well as limited detrimental impact on traffic movements, as a result of increased swing bridge openings on the Manchester Ship Canal (Objective T5)

Encourage walking and cycling for both utility and recreation on existing routes by making roads and other routes safer, convenient, and more enjoyable for walking and cycling and increase the functionality of Green Infrastructure to facilitate walking and cycling where appropriate (Objective T6)

Promote improvement schemes at Central Station and Bank Quay railway stations and improve linkages to them and local railway stations, at Padgate, Birchwood, Sankey for Penketh, Glazebrook and potentially Chapelford, by improving integration with bus services, and enhancing pedestrian approaches and accessibility and ensuring appropriate parking facilities (Objective T8).

Ensure new large scale development and existing development at key locations such as Warrington Hospital and schools are as sustainable as possible and explore demand management measures as part of travel planning to reduce dependence on the private car and improving accessibility to alternative modes of travel, particularly from deprived areas (Objective T7)

Ensure that opportunities are taken to extend and enhance the existing public rights of way network (Objective T10)

Ensure access from areas of income deprivation to employment and areas of business growth to raise aspirations, economic activity and income levels (Objective I3)

Policy MP 1

General Transport Principles

The Council and its partners will support development where it;

- reduces the need for private car use through its location, travel planning and marketing (smarter choices) and any other measures to change travel behaviour.
- considers demand management measures including the effective reallocation of road space in favour of public transport, pedestrians and cyclists.
- adheres to locally determined car and cycle parking standards.
- mitigates or improves the performance of Warrington's Transport Network, including the Strategic Road Network and delivers infrastructure which will support the proposed level of development.

Policy MP 2

Telecommunications

The Council will support the installation of existing and the accommodation of emerging telecommunications technology in new residential and employment development, to improve the connectivity of the population, support businesses and encourage home working.

The Council will grant planning permission and consider applications for prior approval, for commercially operated or public service telecommunications equipment provided that it complies with the relevant health and safety guidelines and satisfies the following criteria:

- There is no reasonable possibility of sharing existing facilities in the locality (either in terms of antennae, buildings or sites);
- In the case of radio masts, there is no reasonable and more appropriate possibility of erecting antennae on an existing building or other structure;
- There are no significant detrimental impacts on residential amenity, harm to the character and appearance of the area, the street scene, a heritage asset or the satisfactory functioning of Warrington's Transport Network; and
- If the site, of necessity, is in a prominent or open location, all practicable measures have been taken in the design and positioning of the proposal to minimise any such harm.

Where the proposal complies with health and safety guidelines but the above criteria cannot be met, the Council will need to be satisfied that there are overriding technical or operational considerations to justify the grant of planning permission.

Policy MP 3

Active Travel

The Council will expect that a high priority will be given to the needs and safety of pedestrians and cyclists in new development.

New development should not compromise and should contribute to enhancing and developing integrated networks of continuous, attractive and safe routes for walking and cycling including improvements to roads, Rights of Way and the Greenway Network (as shown on the Proposals Map). This should include appropriate segregation of users and appropriate priority should be given to users at junctions.

Enhancements and improvements should look to increase accessibility and make the most of potential environmental, social and health benefits.

Particular priority will be given to routes linking residential areas (especially those in recognised areas of deprivation) with employment areas, transport interchanges, schools, Warrington hospital and other local services and facilities.

Policy MP 4

Public Transport

The Council will aim to secure improvements to public transport infrastructure and services (including bus, rail and taxi / private hire) in partnership with operators and delivery partners.

In accordance with the Overall Spatial Strategy, development should be located in areas with easy access to public transport. Development should aim to make public transport a viable and attractive alternative by;

- integrating with existing public transport infrastructure and services as far as possible, and
- providing additional public transport infrastructure and services where existing facilities are not available or are in need of improvement.

Policy MP 5

Freight Transport

Proposals for freight related development will be supported where they achieve a reduction in road traffic kilometres through their location and/or where they reduce the impact of freight traffic on local or inappropriate routes.

The Council will encourage development which generates significant movement of freight to locate on sites which are served by rail and / or water or where such facilities can be provided as part of the development. Where such opportunities are not available, such development should be located where there is good access to the Primary Road Network.

Proposals should demonstrate that they would not have an adverse impact in terms of;

- heavy goods vehicles using local or residential roads or congested central areas;
- unacceptable problems of noise, vibration, lighting, emissions, or other pollution for neighbouring occupiers.

Policy MP 6

Transport Infrastructure

The Council will support priorities set out in the Local Transport Plan and other delivery documents by ensuring development will not prejudice the implementation of proposed transport schemes and projects that require land beyond the limits of the public highway.

The Council will safeguard land for the following schemes, as shown on the Proposals Map:

- Provision of a new railway station at Chapelford Urban Village
- The Bridgefoot Bypass
- A new or replacement high-level crossing of the Manchester Ship Canal between Ackers Road, Stockton Heath and Station Road, Latchford.
- The Long Lane Diversion scheme, connecting Birchwood Way, Padgate, to the A49 Winwick Road, between its junctions with Alder Lane and Long Lane / Hawleys Lane, together with dualling of those sections of Birchwood Way, not yet dualled. This safeguarding relates only to the alignment to the east of Hallfields Road as consented development has superseded the safeguarding of the scheme to the west of Hallfields Road.

These and additional schemes, including the potential for Park and Ride schemes, will be tested using the Council's Multi Modal Transport Model, and any additional land considered necessary will be safeguarded via a partial review of the Core Strategy or the Land Allocations Local Plan.

The Council will support any resulting proposals for Park and Ride facilities in appropriate locations where they will not give rise to significant adverse impacts on the adjacent Strategic and Primary Road Networks or the quality of the local environment, including public enjoyment of the countryside and established rights of way and the openness of the Green Belt.

Policy MP 7

Transport Assessments and Travel Plans

The Council will require all development to:

- demonstrate that it will not significantly harm highway safety and that trips generated by the development can adequately be served by Warrington's Transport Network.
- identify where there are any significant effects on Warrington's Transport Network and/or the environment and ensure appropriate mitigation measures including any necessary transport infrastructure are in place before the development is used or occupied.

Development proposals which would prejudice the primary function of the Strategic Road Network will not be allowed unless improvements are designed and carried out to provide suitable mitigation to the satisfaction of the local highway authority, having regard to the views of the Highways Agency.

Applications for major developments, developments that are not consistent with the Local Planning Framework or developments that raise specific issues in a locality that consist of housing, employment, retail, leisure, and service uses must be accompanied by a Transport Assessment, Transport Statement, and Travel Plan in accordance with National Planning Policy and national guidance on transport assessments.

Where schools add capacity through development or new schools are proposed, they will be required to revise their existing Travel Plan or develop a School Travel Plan.

Why we have taken this approach:

12.1 Warrington has been shaped by major growth, which has largely taken place since the 1960's when it became a New Town. As a result Warrington has evolved from being a medium-sized industrial town to the home of major national and international companies, attracting working people from across the region. The population has also grown significantly rising from 120,000 in 1973 to around 198,900 today.

12.2 This growth has led, in part to Warrington attracting more journeys to work each day (97,078) than it generates (85,813). As a result of dispersed New Town development patterns, Warrington is a car dependent town, with a lower percentage of households without access to a vehicle (21%) than the rest of the UK (27%) or the North West (30%) and a higher percentage of households with more than one vehicle.

12.3 The Third Local Transport Plan for Warrington addresses local transport issues in Warrington by setting objectives for transport which support wider goals and ambitions, establishing policies to achieve these objectives and setting out plans for implementing the policies. It is essential that the Third Local Transport Plan and the Core Strategy are consistent and support each other in their aims.

12.4 Along with the Overall Spatial Strategy, the policies set out above are consistent with the objectives set in the Local Transport Plan. The Third Local Transport Plan has been structured under seven themes and the Core Strategy will contribute to the majority of these, including: Smarter Choices, Active Travel, Public Transport, Network Management, and Managing Motorised Travel. The Core Strategy will also have indirect effects on the delivery of the other themes: Safety and Security and Asset Management.

12.5 The locational polices set out in the Overall Spatial Strategy and the subsequent specific policies in this chapter set out to; reduce the need to travel; reduce the need to use private cars; promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and promote more sustainable transport choices for both people and freight.

12.6 The Overall Spatial Strategy establishes the essential link between land use and transport that underpins the Core Strategy approach to sustainable development. It looks to actively manage growth to make the fullest use of existing infrastructure and services including public transport. This is achieved by locating day-to-day facilities, jobs, shopping, leisure and services in accessible urban areas, most notably centres identified in the local centre hierarchy. The Overall Spatial Strategy also looks to deliver the majority of housing in urban areas where public transport and active travel modes are realistic travel alternatives.

12.7 The General Transport Principles set out in Policy MP1 look to promote measures to reduce car travel and utilise available capacity before additional infrastructure is provided. The Council's parking standards have currently been rolled forward from those set out in the adopted Unitary Development Plan. It is envisaged that revised standards, which reflect current circumstances, local accessibility and the national policy approach, will be incorporated into an updated Design and Construction SPD. Policy MP1 is supported by Policies MP3 and MP4 which will ensure that more sustainable modes of travel, such as active travel (walking and cycling) and public transport (bus, train and taxi / private hire) are realistic and attractive alternatives in all new development by linking in to existing networks where possible, but providing appropriate infrastructure and services where this cannot be achieved.

12.8 Improvements to communication networks not only connect people electronically, but can also help to reduce the need to travel by allowing people to shop, socialise and importantly work from home.

12.9 The policies look to address more than just personal travel, and support the movement of the transportation of freight away from road to rail and water where the impacts of such developments are acceptable. This policy is supported by employment policies and the identification of the Strategic Opportunity at Port Warrington elsewhere in the Core Strategy.

12.10 Where land has been identified through previous modelling and the Unitary Development Plan / Local Transport Plan as being essential to the delivery of strategic transport schemes, and has a reasonable prospect of delivery, it has continued to be protected through the Core Strategy and specifically through Policy MP6. Schemes that benefit from protection are to be reviewed to determine whether they are necessary to support the proposed level of growth set out in the Core Strategy or support the Overall Spatial Strategy and vision of the Sustainable Community Strategy and the Core Strategy. Additional transport schemes or interventions which have also been identified as potentially supporting the above strategies will also be assessed in the process. For the most part this assessment will involve schemes being tested using the Warrington Multi Modal Transport Model, but would also involve an assessment against wider transport and economic considerations such as the Council's duty under the Traffic Management Act 2004 to maintain a resilient highway network.

12.11 Testing to date using the Multi-Modal Transport Model has confirmed that at a broad borough wide level Warrington's Transport Network can accommodate the levels of development proposed, and modelling is now progressing to investigate specific impacts surrounding development sites, taking account of other interventions, which may identify improvements to Warrington's Transport Network that require land to be safeguarded. This modelling will confirm which of the schemes being tested warrant ongoing protection through the planning system. Conversely it will also identify which if any of the schemes can no longer be justified and as such are to be formally abandoned. Prior to the formal adoption of the Core Strategy, Policy MP6 may therefore be subject to further change in order to reflect the outcomes of modelling work. Should this be the case then proposed changes will be subject to further consultation as appropriate. If the timing of the modelling is such that it is not possible to reflect any changes within the Core Strategy process, the Land Allocations Local Plan or a partial review of the Core Strategy will be the mechanism through which such changes will be addressed.

12.12 Travel Plans must be consistent with Council policies and guidance as set out in the accompanying SPD 'Travel Plans'. They will normally be secured through planning obligations, although planning conditions might suffice where this will clearly be the best option because the outcomes and measures required are simple and very clear, such as where the travel plan is for an existing use.

12.13 Development will only be permitted where the Travel Plans, Transport Assessments or Transport Statements are agreed and there is adequate provision for existing or planned transport infrastructure and other proposed measures.

12.14 Proposed mitigation measures will either be implemented in their entirety by or on behalf of the developer or will be implemented as part of a wider pooling of resources. Developers will be required to make provision for the objectives of the agreed Travel Plans to be monitored. Agreed Travel Plans will include targets, coupled with penalties if outcomes are not being met.

12.15 Proposals for new or expanded schools, which will enable an increase in pupil numbers, should be accompanied by a school travel plan. This will target areas for Safer Routes to School funding, promote safer walking and cycling routes, restrict parking and car access at and around the school, and include cycle changing and storage facilities.

Evidence:

- Warrington Borough Council Multi Modal Transport Model

Programme of Delivery:

Local Planning Framework	Land Allocations Local Plan Supplementary Planning Documents (SPD) including Travel Plans SPD Open Space SPD
Council-wide Strategies	Third Local Transport Plan (LTP3) Rights of Way Improvement Plan
Other Partner Strategies and Programmes	Atlantic Gateway Mersey Port Strategy
Delivery Partners	Private Sector Warrington Borough Council Neighbouring Local Authorities The Peel Group Network Rail Highways Agency Transport Operators Warrington Cycle Campaign
Indicators	LTP Indicators

Dealing with Waste and Minerals

Where we want to be:

Vision - in 2027....

The borough has sufficient facilities to meet its own waste management needs.

Quantities of municipal, commercial and industrial wastes imported into the borough have been significantly reduced whilst still having regard to regional and sub-regional needs for waste management facilities. The only wastes sent to landfill constitute waste with no further potential for recycling or re-use, or from which no value can be recovered.

Deposits of locally and nationally important minerals have been identified and protected so that they are not sterilised by development. Mineral development is only taking place in an environmentally acceptable manner

How we are going to get there:

Objectives [8]

In working towards the prevention of waste, Warrington will seek to achieve a reduction in the amount of waste produced in the borough and treat waste at as high a level of the waste hierarchy as is possible, by providing appropriate facilities for:

- re-use;
- recycling;
- other recovery; and
- disposal, ensuring appropriate capacity of landfill remains for residual waste not-used, recycled or recovered (Objective MW1)

Reduce the amount of wastes imported into the borough having regard to regional and sub-regional needs for waste management facilities (Objective MW2)

Ensure that known mineral resources of local and national importance and associated infrastructure are protected from development that would sterilise such resources (Objective MW3)

To permit mineral extraction where the mineral can be exploited in a sustainable manner (Objective MW4)

Ensure that Warrington contributes to the achievement of a steady and adequate supply of mineral resources (Objective MW5)

8 In order to deliver the level of policy required for waste and minerals issues within the Borough, the authority has decided that the most effective way is to prepare a separate Local Plan. Whilst the inclusion of objectives which relate to waste and minerals within the Core Strategy is considered to provide a useful indication of the desired direction of travel, it must be noted that these can only be regarded as draft pending the preparation of the separate Joint Waste and Minerals Local Plan. It must further be noted that given their implementation will be through a separate plan, a framework setting out how these are to be monitored will be set out within that plan - the Joint Waste and Minerals Local Plan - as opposed to within this Core Strategy.

Policy MP 8

Waste

The Council will promote sustainable waste management in accordance with the waste hierarchy.

This means that the Council will seek to manage waste at as high a level of the waste hierarchy as possible. In order to achieve this the Council will;

- bring forward a Waste Local Plan which will identify and if necessary safeguard sites/areas appropriate to meet the waste management needs of the borough in accordance with the borough's spatial aspirations; and
- seek to achieve a continuing reduction in the amount of waste materials imported into the borough by working with adjacent authorities to help them achieve their own self sufficiency; and
- encourage waste minimisation in new developments, the use of recycled materials, the sustainable transportation of waste and the preparation of site waste management plans.

In determining applications for new waste management facilities within the Borough, the Council will have full regard to the environmental, social and economic impacts of such development.

Policy MP 9

Minerals

In order to encourage the efficient and sustainable use of mineral resources and to enable the Council to plan for a steady and adequate supply of aggregates, the Council will:

- bring forward a Minerals Local Plan which will identify (if appropriate) preferred sites, preferred areas and/or areas of search for minerals extraction, including energy minerals, to make an appropriate contribution towards sub regional aggregate provision and include locational criteria. The Plan will identify Minerals Safeguarding Areas to prevent the sterilisation of such resources from inappropriate development; and
- have full regard to the potential environmental, social and economic impacts from exploiting minerals when determining applications for the extraction of minerals; and
- encourage the use of recycled and secondary aggregate, as an alternative to primary extraction, where appropriate; and
- Promote the use of sustainable modes for the transport of minerals and, where appropriate, identify and safeguard necessary infrastructure and other facilities for the sustainable transport of minerals.

Why we have taken this approach:

12.16 Waste management is undergoing significant changes as a result of European, national, regional and local policy aiming to minimise, recycle and reuse waste and deal with waste in a more sustainable manner. This will bring about considerable changes to the traditional methods of waste collection, treatment and disposal and as a consequence will impact on cross boundary movements of waste.

12.17 Like Warrington, Waste Disposal Authorities in the North West have adopted or are progressing Municipal Waste Management Strategies with the objective to achieve self sufficiency as far as possible in municipal waste management. The Strategies set out the options for dealing with local authority collected waste in a sustainable manner including new methods of waste treatment with the overall aim to reduce the need for landfill. At the same time North West authorities have adopted or are developing Waste Plans which will identify potential sites for the development of new facilities to ensure that as far as possible wastes are managed and disposed of locally.

12.18 In recent years, because of its location between the major conurbations of Merseyside and Greater Manchester, Warrington has become a major importer of waste. Strategic sites within the borough have been used for disposal of wastes transported by road. This has been detrimental to the quality of life of residents of the borough and the Council is committed to working with neighbouring authorities, private waste companies and other stakeholders to reduce the dependency on landfill sites whilst recognising the need to co-operate with such bodies.

12.19 The implementation of Municipal Waste Management Strategies within the conurbations should result in increased waste management facilities being developed which should significantly reduce the need for importation of wastes into the borough. The Council will encourage adjoining waste disposal authorities and local planning authorities to make provision, within their areas, of the treatment and disposal of waste as close to their point of origin as possible.

12.20 Warrington Borough Council is a Minerals Planning Authority (MPA) and is required to plan for minerals within its administrative boundary in accordance with national planning policy. A key requirement of national policy is to identify areas of search, preferred areas and/or site specific allocations for future minerals development as well as mineral safeguarding areas (MSAs). This process will be undertaken in the Minerals Local Plan.

12.21 Minerals can only be worked where they occur, so it is not possible to apply the overall Preferred Spatial Option to mineral workings. Warrington plays only a minor role in mineral production in the North West. The key commodities found in Warrington are aggregates (sandstone and sand and gravel), clay and coal bed methane. Other mineral resources within the borough include peat, coal and salt.

Evidence:

- Waste arisings
- Existing / Approved waste facilities and minerals operations

Programme of Delivery:

Local Planning Framework	Joint Waste and Minerals Local Plan Supplementary Planning Documents (SPD) including Design and Construction SPD
Council-wide Strategies	Municipal Waste Management Strategy
Other Partner Strategies and Programmes	
Delivery Partners	Private Sector Warrington Borough Council Neighbouring Local Authorities The Peel Group Environment Agency
Indicators	Recycling / Landfill Rates Aggregates Production Rates Capacity of New Waste Management Facilities

Providing Infrastructure

Where we want to be:

Vision - in 2027....

The Council and its partners has adopted a proactive approach towards achieving growth and has ensured, where needed, the timely and co-ordinated provision of appropriate high quality infrastructure to support Warrington's sustainable communities.

How we are going to get there:

Objectives

To encourage developments, where possible, to be located in areas that maximise the efficient use of existing infrastructure provision, whilst ensuring that development brings additional benefits to existing communities (Objective INF1)

To work in partnership with internal and external stakeholders to ensure the timely and co-ordinated provision of high quality infrastructure that supports future growth (Objective INF2)

To assess the infrastructure needs and requirements which will support future growth in the borough through the Infrastructure Delivery Plan (Objective INF3)

Monitor and review the Infrastructure Delivery Plan on a regular basis to ensure that future infrastructure needs are considered and updated (Objective INF4)

Policy MP 10

Infrastructure

The Council and its partners will ensure that Warrington's future growth is supported and enhanced through the timely delivery of necessary transport, utility, social and environmental infrastructure required to support strategic and site specific proposals in accordance with the Overall Spatial Strategy by;

- ensuring that development maximises the benefits of existing infrastructure and minimises the need for new provision.
- supporting the delivery and enhancement of strategic infrastructure in the borough through the introduction of the Community Infrastructure Levy by building on the Infrastructure Delivery Plan to understand the wider strategic infrastructure requirements.
- where appropriate, negotiating with developers to secure Section 106 Agreements to meet the infrastructure needs directly arising from development.
- supporting the delivery of carbon reduction priorities set out in the Council's Carbon Management Plan and Climate Change Strategy through appropriate levies.

Why we have taken this approach:

12.22 Infrastructure can take many different forms and is essential to support a range of objectives such as increasing housing provision, economic growth, mitigating climate change and creating sustainable communities.

12.23 National planning policy places a new emphasis on providing supporting infrastructure for new development and in particular the need for sound infrastructure planning to underpin the Core Strategy within the Local Planning Framework.

12.24 The Core Strategy should be supported by evidence of what physical, social and Green Infrastructure is needed to enable the amount of development proposed for the area, taking into account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The Core Strategy draws upon strategies and investment plans of the local authority and other organisations.

12.25 Infrastructure and services are provided by a range of organisations but there is too often little or no integration of these. The preparation of an Infrastructure Delivery Plan (IDP) will help this integration and is considered essential if local authorities and their partners are to fulfil their place shaping role. The need for sound infrastructure planning is further emphasised by the proposed mechanism in which local councils are able to prepare charging schedules to be drawn up as part of implementing the Community Infrastructure Levy (CIL).

12.26 The production of an Infrastructure Delivery Plan draws on a number of partners. The production of an Infrastructure Delivery Plan creates the scope for great efficiency and more beneficial outcomes in the planning and delivery of individual service strategies. This in turn contributes towards achieving the wider targets and responsibilities. The Infrastructure Delivery Plan is a living document that will change and evolve as work on the Core Strategy and associated Land Allocations Local Plan proceeds. The Highways Agency is a key partner in this process and will work with the Council and developers to identify infrastructure requirements needed to mitigate impacts of development proposals on both the Strategic and Primary Road Networks.

12.27 Further information on the Infrastructure Delivery Plan and governance arrangements which the Council will employ to coordinate the timely delivery of infrastructure provision within the Borough are provided in Section 20 of this document entitled 'Delivery and Monitoring'.

12.28 The current system of planning obligations was introduced by the Town and Country Planning Act 1990, and allows local authorities to negotiate with the developer in the context of granting planning permission. These discussions are legally underpinned by Section 106 of the 1990 Act, and are commonly referred to as Section 106 Agreements. National policy determines that the use of Section 106 Agreements should provide the basis in which a development can be made acceptable in planning terms, in securing infrastructure and facilitates required by the local authority as a result of the proposed development. New developments may require site specific infrastructure investment to secure contributions to compensate for the loss or damage created, or to mitigate against the impact of development. This can include the protection, enhancement, or provision of a range of environmental features, social or community facilities, transport measures, or other physical infrastructure.

12.29 In implementing the policy, the Council will have full regard to the provisions of the National Planning Policy Framework and the Community Infrastructure Regulations that set out the current national policy framework for planning obligations.

12.30 The Council has an ambition of significantly reducing CO_2 emissions across the borough. The Sustainable Community Strategy sets a target of reducing the borough's carbon emissions by 40% from 2006 levels by 2030, whilst the Carbon Management Plan sets an aspirational target of reducing the Council's own CO_2 emissions by 40% over 2009/10 levels by 2015. The Liverpool City Region Renewable Energy Capacity Study has identified the potential for decentralised, renewable and low carbon energy networks to help meet these targets, as well as the national targets for the UK that are set out in the Government's Low Carbon Transition Plan and Renewable Energy Strategy. In addition, it highlighted the importance of these networks for supplying new development in order to help it achieve

the progressively more demanding Building Regulation standards and direct implications that the lack of provision would have on the borough's growth trajectories. Consequently, there may be a need for the Council to use monies raised through the Community Infrastructure Levy and future revenues from allowable solutions to contribute towards the development of strategic heating networks and other CO_2 reduction priorities identified by the Council in the Carbon Management Plan, to fund further project work, a borough wide detailed viability appraisal and to facilitate bringing projects forward, particularly where the success of the project is dependant upon Council involvement.

Evidence:

- Infrastructure Delivery Plan
- Liverpool City Region Renewable Energy Capacity Study

Programme of Delivery:

Local Planning Framework	Supplementary Planning Documents (SPD) including Planning Obligations SPD Community Infrastructure Levy (CIL) Charging Schedule
Council-wide Strategies	Infrastructure Delivery Plan
Other Partner Strategies and Programmes	
Delivery Partners	Infrastructure Providers
Indicators	Community Infrastructure Levy (CIL) / Section 106 Monitoring

13 The Town Centre

Where we want to be:

Vision - In 2027....

The Town Centre is accessible, safe and attractive and the vibrant focus of the borough for retail, leisure, culture, entertainment and business. It provides plenty to do and see for people of all ages and interests throughout the day and night.

Golden Square continues to underpin an attractive retail offer which is complemented by a wider mix of uses in newly regenerated areas around Bridge Street. Market Gate and the Old Fish Market provide a focus of activity in the town.

The Town Centre has expanded to accommodate a wider range of uses including residential development. Areas around the retail core of the Town Centre are characterised by high quality development providing homes and jobs, and opportunities for business, leisure and entertainment.

There are safe, well-marked and attractive links into the centre from key locations including the Halliwell Jones Stadium, Bank Quay Station, the Cockhedge Centre, Centre Park and Winwick Street. Bank Park is a well used, valuable asset for the Town Centre.

Progress towards the delivery of the Arpley Chord and other transport infrastructure has meant that the physical links between the Town Centre and the Strategic Opportunity presented in the Waterfront Area is much improved.

The approach gateways to the Town Centre along the primary radial routes including the A49 and A57 are characterised by attractive buildings, green spaces and landscapes, and an improved public realm through a combination of redevelopment and enhancement.

What it will look like:

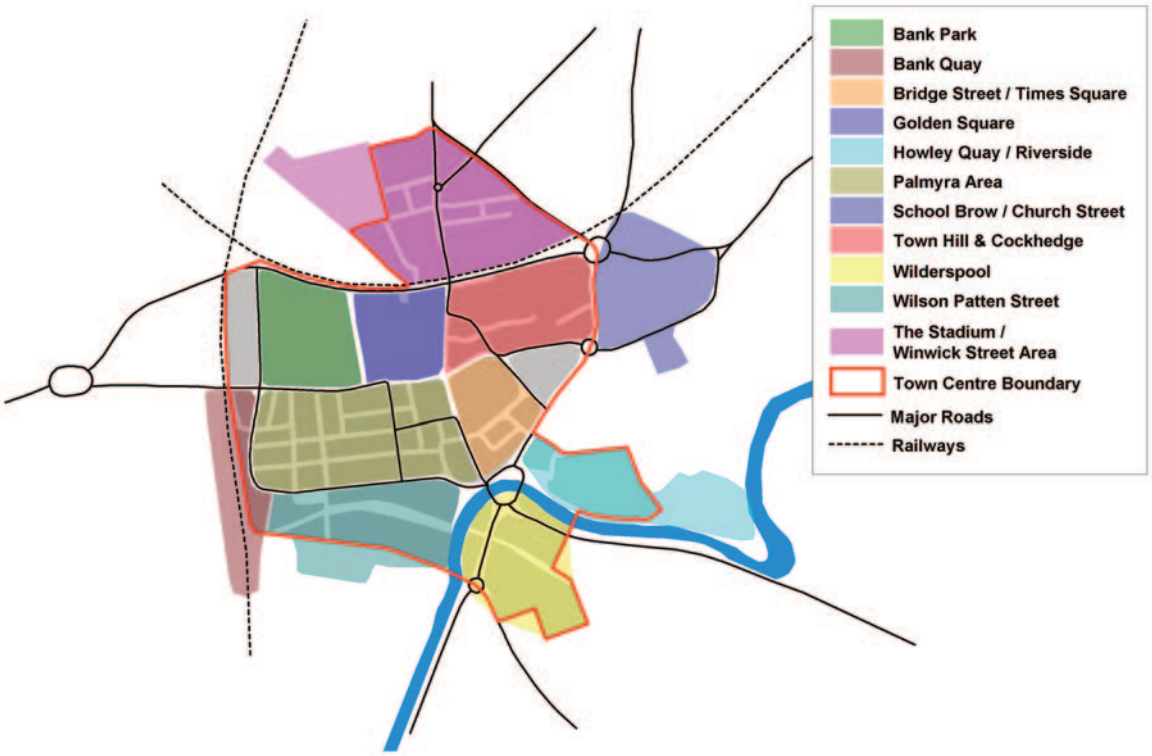

Figure 13.1 Key Areas of Change

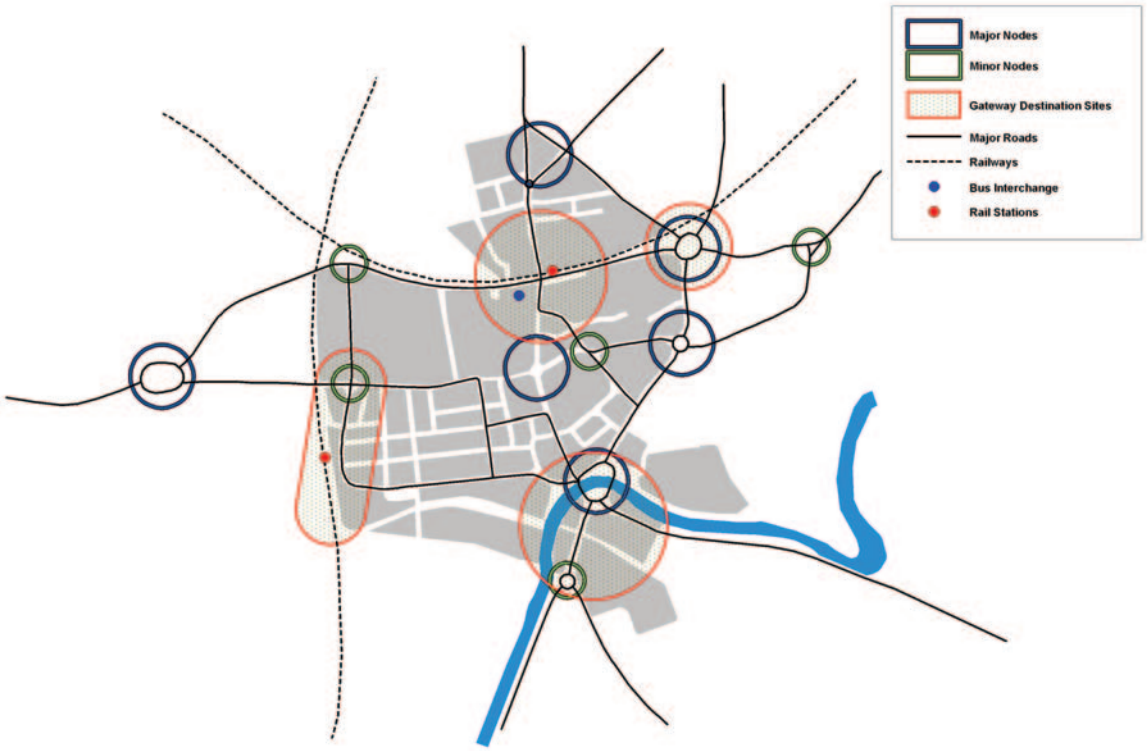

Figure 13.2 Key Routes and Gateways

Areas of Change and Opportunity:

Bank Park: Bank Park currently offers large areas of green open space but the area could significantly benefit from improvements to enhance the range of functions it fulfills and its overall usage. These improvements should help transform Bank Park into a principal town centre park where outdoor events could be hosted. Enhancements to the park could help to create an attraction at the west end of Sankey Street. Development parcels surrounding the park also have potential to support improvements to the park.

Bank Quay: The area includes the West Coast Mainline with Bank Quay being a key station for routes to London and Glasgow. The station and its surroundings are currently tired and in need of improvement to mark the western gateway into the Town Centre. There is potential for mixed use development within the locality to enhance the area immediately surrounding the station and to create improved landmark buildings at Bank Quay Bridge & Liverpool Road and an improved service to rail users.

Bridge Street/Time Square: The area is currently being promoted as a new retail and leisure quarter in the Town Centre with an improved Market Hall. Development within the area will involve a significant, wholesale regeneration approach to create new buildings, streets and open spaces whilst enhancing the areas heritage assets. It is envisaged that the area's public realm and built form will be significantly enhanced through an attractive network of streets and squares linking the area to the River Mersey and existing surrounding streets.

Golden Square: This area continues to be the towns retail quarter providing a key role to the town centres overall function. The extension of the Golden Square shopping mall has improved and modernised the retail offer and created an attractive destination. There are however very few other uses which underpin the retail function in the immediate surrounding areas to encourage visitors to stay for longer. The mall does link well with the bus interchange and key town centre streets and locations which provide opportunities for other town centre uses and diversification.

Howley Quay/Riverside: The area currently comprises the Riverside Retail Park and Howley Quay Industrial Estate which both operate successfully but contribute little to the image and appearance of the Town Centre. In the longer term, there may be opportunities for the area to encourage better pedestrian links to the Town Centre, Victoria Park and the Waterfront Strategic Opportunity.

Palmyra Area: The square is an attractive and distinct public open space within Warrington Town Centre. The streets surrounding the square present various opportunities to reinforce the areas heritage and cultural assets and recent investment in and the success of the Pyramid, Parr Hall and the Museum. Sites surrounding Palmyra Square such as the Cabinet Works, land between the rear of Sankey Street and Ryland Street and the long standing vacant buildings adjacent to the former TJ Hughes buildings present a significant opportunity to improve the area holistically.

School Brow & Church Street: This area forms the eastern gateway into the Town Centre. St Elphin's Church is the primary landmark within the area and a number of retail uses also exist at present. The area would benefit from new built and landscaped frontages to Church Street Conservation Area and its wider setting, Brick Street and Manchester Road and by enhancing the pedestrian environment around St Elphin's Church.

Town Hill & Cockhedge: The area currently comprises the Cockhedge shopping mall and additional individual retail units to the north of Scotland Road. Creating built frontages to Scotland Road and forming street level pedestrian crossings and links across Scotland Road to Town Hill would provide a significant benefit to the area and help to connect it with the Town Centre and transport interchange.

Wilderspool: This area marks the southern gateway into the Town Centre and features the redundant rugby league stadium and a number of tired disjointed buildings. The area would benefit from general improvements to the built form and public realm through mixed use development and the creation of a landmark development. The Wilderspool Causeway Bridge is a key gateway into the Town Centre which would benefit from enhancements. Congestion is a key problem within the area. Progress towards delivering the adjacent Arpley Chord rail line could create a sustainable transport route. Improvements to the traffic issues within the Bridgefoot area through any future development proposals also pose a significant opportunity in the area.

Wilson Patten Street: The street is a prominent and historical route into the Town Centre with distinctive buildings on the north side. The street is in need of improvements to restore its previous value and attractiveness. The area provides an opportunity to better link to the Town Centre, Centre Park and Bank Quay West Coast Main Line rail station. Infrastructure provision within the wider Waterfront could bring benefits to the area.

The Stadium / Winwick Street Area: The area includes Central Station and the Bus Interchange and the Halliwell-Jones Stadium. The development site opposite central station provides a significant development opportunity on a large previously developed site which should be complimentary to those proposed within the Bridge Street and Time Square area. General improvements to the Winwick Street built form and infill development opportunities could help to create active frontages in the area. Improved links from the stadium through to Horsemarket Street within the Town Centre should be positively encouraged. New open spaces could help to enhance the general town centre environment and ease of movement around the centre.

13 The Town Centre

How we are going to get there:

Objectives

Covered by Place Making Policies in this chapter :

Work with partners to bring forward a high quality mixed use development in the Bridge Street Area (Objective TC2). Increase the diversity, range and quality of uses in the area including the introduction of a cinema and the rehabilitation of the market (Objective TC3) and tackle anti-social behaviour arising from the night time economy (Objective TC4)

Improve the setting of the Town Hall by making Bank Park an attractive Town Centre Park (Objective TC6) and bring forward appropriate town centre development in the Bank Park area which mends the urban form (Objective TC7)

Look at the potential of underutilised and under performing gateway areas such as the Cockhedge Area and School Brow through masterplanning in order to achieve better links and integration with the town centre (Objective TC9)

Identify other opportunities for regeneration and redevelopment in and around the town centre and provide a pro-active policy framework to attract investment to them in the medium to long term (Objective WC3)

Supported by Strategic and Borough Wide Policies:

Maximise the potential of visitor attractions such as the Pyramid, Parr Hall, Museum and Art Gallery, including the provision of supporting facilities such as hotels, bars and restaurants (Objective TC5)

Develop employment uses in the area north of Midland Way to generate growth especially in indigenous sectors and higher value jobs (Objective TC8)

Work with partners towards delivery of the Arpley Chord which could open up areas of the wider Waterfront for regeneration (Objective TC10)

Create an urban form that is easily read and navigated and which engenders civic pride and discourages anti-social behaviour (Objective TC1)

Policy TC 1

Key Development Sites in the Town Centre

The Council and its partners will support and promote comprehensive redevelopment and regeneration opportunities in the following areas:

- The Bridge Street and Time Square area for mixed use development including leisure, retail, cinema and office uses
- The Stadium/Winwick Street area for mixed use development complementary to the Bridge Street and Time Square area
- Bank Park area for mixed use small scale residential and office development on previously developed sites in the vicinity of Bank Park to help to support, protect and enhance the park
- Palmyra Area and Wilson Patten Street for mixed use development including residential, offices and leisure

The Council will engage with partners to discuss and promote longer term opportunities for appropriate redevelopment of the following areas:

- The Waterfront including Bank Quay and Wilderspool Causeway
- Town Hill & Cockhedge

Development should be sustainable in terms of Policy CS1 And have regard to relevant Supplementary Planning Documents.

Policy TC 2

Small Scale Development in other areas of the Town Centre

As development proposals emerge in other areas of the Town Centre, the Council will aim to;

- ensure heritage values and assets are sustained and enhanced
- create new civic spaces and enhance the public realm
- promote and enhance the environmental quality of the wider area
- pay particular attention to gateway and key routes into the Town Centre to ensure development contributes to a sense of arrival and ease of movement around the centre.

Why have we taken this approach:

13.1 The Town Centre is fundamental to Warrington's identity and how the borough functions. Whilst retail and town centre uses are directed to appropriate locations in other parts of the Core Strategy, this chapter looks at identifying particular character, development and opportunity areas. The policies also look to prioritise certain areas and ensure that where development proposals come forward they benefit the Town Centre as a whole and function well with other areas.

13.2 The priorities set out within Policy TC1 are all within the Town Centre and represent underused or underutilised areas where either comprehensive redevelopment (Time Square and Winwick Street) or smaller scale regeneration (Bank Park and Palmyra area) would improve both the areas themselves, but also the wider Town Centre. If redevelopment and regeneration of these sites occurs, in the longer term, areas around the edge of the Town Centre may be considered in terms of the redevelopment opportunities they present.

13.3 It may be considered beneficial for the Council to produce Supplementary Planning Documents or design briefs for each of these sites when appropriate. This will be achieved through working with partners and stakeholders.

13.4 It is also important that smaller scale opportunities to improve the Town Centre and the way it functions are not missed. Such opportunities should look wider than the immediate site boundary and consider heritage issues as well as the contribution any development can make to the quality of the wider area, public realm and any key gateways or routes.

Programme of Delivery:

Local Planning Framework	Supplementary Planning Documents (SPD) including: Planning Obligations SPD, Design and Construction SPD, Bridge Street SPD, Bank Park SPD
Council-wide Strategies	Third Local Transport Plan (LTP3) Public Realm Strategy Public Art Strategy Conservation Area Management Plans Air Quality Management Plan Cultural Strategy Rights of Way Improvement Plan
Other Partner Strategies and Programmes	Neighbourhood Plans
Delivery Partners	Private Sector Warrington Borough Council Warrington and Co. Town Centre Neighbourhood Forum Transport Providers Infrastructure Providers The Peel Group Muse Developments Network Rail Environment Agency English Heritage Marketing Cheshire
Indicators	Progress of Schemes / Developments

14 Inner and North Warrington

Where we want to be:

Vision - In 2027....

Development has brought improvements to Inner and North Warrington which have reduced environmental, accessibility, and quality of life disparities in the area. There are good local facilities and open spaces that link to a wider walking and cycling network of Green Infrastructure, which is beneficial for health and recreational purposes.

Inner Warrington has been the focus of housing provision and development over the last 15 years and the area has benefited environmentally, economically and socially as a result. The older parts of the town have been regenerated as popular and attractive places to live with easy access to local jobs and services. A 'Building for life' approach to providing new housing in this area has meant that there is less need to move out of the area as family needs and aspirations change.

Brownfield housing opportunities within Inner Warrington are continuing to emerge but are at a low level. The last remaining significant brownfield site in the area: the Waterfront, is being brought forward for mixed use development and infrastructure is being put into place to unlock the full potential of the site.

North Warrington has seen lower levels of development than Inner Warrington, but has benefited from resultant social regeneration initiatives.

The A49 corridor has been renewed and improved to provide new employment opportunities and an improved appearance. The A49 is less congested and highways infrastructure and public transport links have been improved.

14 Inner and North Warrington

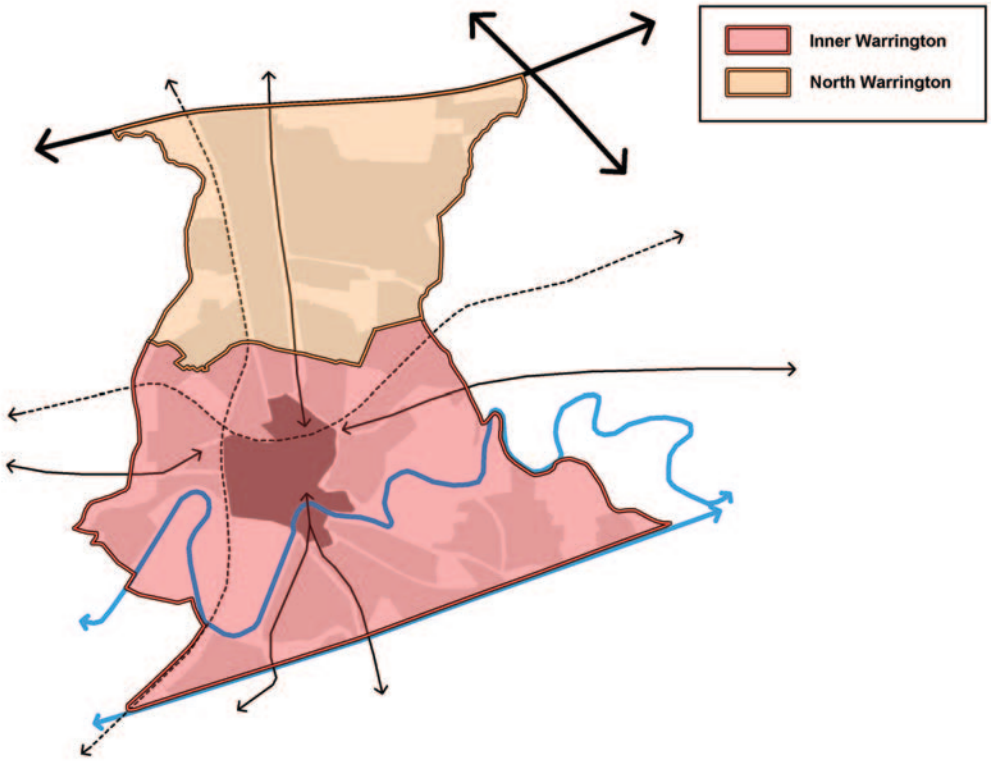

Figure 14.1 Inner and North Warrington Boundaries

What it will look like:

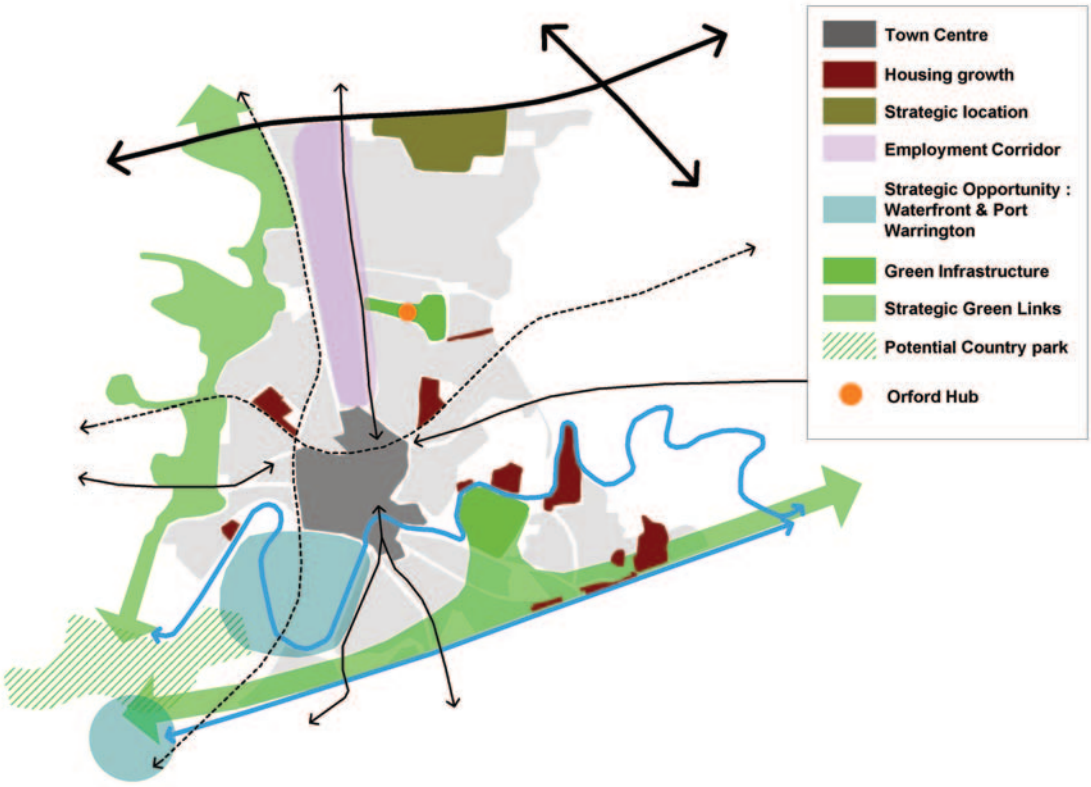

Figure 14.2 Inner and North Warrington

Areas of Change and Opportunity:

The Waterfront Strategic Opportunity: This is a significant area of previously developed land adjacent to the Town Centre which, if unlocked and brought forward could provide substantial areas of land for development which could not only connect the strategic green links that traverse Inner Warrington, but could enhance the riverside environment and support the Town Centre and the borough by accommodating a range of future land uses. It is important that any development in the area is accessible and encourages active travel and links to the Town Centre as well as the wider greenway network.

Victoria Park: Victoria Park provides a town park facility to the residents of Warrington, principally through its proximity to the Town Centre, its scale and range of sports and play facilities. The park has a large catchment, especially for some facilities such as the athletics track. The park could benefit from appropriate development and improvement, which would create more activity and increase the park's attractiveness and usefulness. Development of adjacent areas including areas around Knutsford Road could also help improve access to the park and contribute to improvements to the environment or facilities.

Housing: Housing development is expected to be completed or take place at: Farrell Street, Howley Quay, Cardinal Newman, Greenalls Distillery, Walton Locks, Britannia Wire, The former Beers Timber yard, MSCC Thelwall Lane, Edgewater Park / New World and Eagle Ottowa.

The A49: The A49 runs through Inner and North Warrington and is a major transport corridor that acts not only as a gateway to the town and the Town Centre but also the important economic linkage between Warrington and the wider Strategic Road Network via Junction 9 of the M62, where impacts of development must be carefully considered. There are opportunities to redevelop and regenerate parts of this important area, which could positively improve its appearance. All development proposals

should also have regard to the need for the A49 to continue to operate as an effective transport corridor, and all opportunities to promote more sustainable and active travel alternatives should be explored to reduce as far as possible unnecessary car travel in the area.

Strategic Green Links: The green links that traverse the area north / south (Sankey Valley) and east / west (Mersey Valley) are of fundamental importance to the natural environment and character of Warrington. These areas are protected and should be actively enhanced through strategic and borough wide policies elsewhere in the Core Strategy. Where the two strategic links meet, in the south west of Inner Warrington, there is the potential to create a significant country park including the Arpley tip when landfill operations have finished and restoration is complete.

The Orford Jubilee Park: This project is transforming the popular Community Park. The Project provides a community hub including GP practices, pharmacy, library, community meeting rooms, cafe, swimming pool, health and fitness centre and sports hall. The outdoor areas provide sports pitches, play areas, bowling greens, walking and cycling paths as well as skateboarding and BMX facilities and a new pavillion.

Peel Hall: Peel Hall is a significant area of greenfield land in North Warrington. The approach to the site is set out in the Overall Spatial Strategy, where the site has been identified as one of a number of strategic locations, one or a combination of which could be needed to accommodate housing growth in the longer term to avoid the need to release Green Belt land for development.

How we are going to get there:

Objectives

Covered by policies in this chapter:

Make the A49 an attractive route into town with landscape enhancements (Objective RA1), which is a successful and vibrant business location (Objective RA2) and manage traffic congestion and improve the quality of public transport provision (Objective RA3)

Improve the functionality of open space in the Victoria Park area and make better use of existing assets (Objective RA5)

Supported by strategic and borough wide policies:

Ensure development in the area does not prejudice and actively supports the longer term regeneration of the wider Waterfront including the Riverside Retail Park and Arpley Meadows for an appropriate mix of uses (Objective RA4)

Achieve the delivery of employment development at Forrest Way comprising a mix of industrial and storage uses at the site (Objective RA6)

To achieve the completion of the development of housing sites at Greenalls Distillery, Walton Locks, Britannia Wire, the former Beers Timber yard, MSCC Thelwall Lane, Edgewater Park / New World and Eagle Ottowa (Objective RA7)

Policy IW 1

The A49 Corridor

The Council and its partners will support and promote redevelopment and regeneration opportunities along the A49 corridor where they;

- propose appropriate uses, principally research and development, light industrial, general industrial and storage / distribution uses (Use Classes B1(b), B1(c), B2 and B8);
- improve the performance of Warrington's Transport Network by developing and enhancing links to the Town Centre and Inner Warrington through active travel and public transport making use of existing networks, infrastructure and services where possible;
- pay particular attention to the appearance of the gateway and key route into the Town Centre to ensure development contributes to a sense of arrival; and
- increase the functionality and improve the quality of Green Infrastructure particularly where this:
    - creates environments that mitigate the causes of and are resilient to the impacts of climate change; and
    - increases the area's attractiveness and its value as a habitat for biodiversity and its role as a wildlife corridor.
- creates or improves access from nearby residential areas to local employment opportunities.

Policy IW 2

Victoria Park Area

The Council and its partners will look to preserve and enhance the unique characteristics of Victoria Park. Appropriate small scale development ancillary to the role of the park will be supported where it;

- does not result in an unsubstantiated loss of green space or adversely affect the quality and extent of sports, play and park facilities that create vibrancy and activity throughout the day;
- makes the park more sustainable, viable and attractive;
- supports and does not prejudice works planned or undertaken as part of the Environment Agency's Flood Risk Management Strategy;
- preserves the flood management role of the park as part of the identified functional flood plain by developing innovative and sustainable responses to flood risk issues within the park, using flood resilient materials and design;
- opens up access to and enjoyment of the River Mersey and riverside links through to the Town Centre and Black Bear Park and encourages access to the park by active travel modes; and
- increases the functionality and improve the quality of Green Infrastructure particularly where this:
    - creates environments that mitigate the causes of and are resilient to the impacts of climate change and
    - increases the area's attractiveness and its value as a habitat for biodiversity.

Development in areas immediately surrounding the park should have regard to securing appropriate access and should deliver improvements to the park's environment and facilities where possible.

14 Inner and North Warrington

Why we are taking this approach:

14.1 The A49 corridor is a significant area which is also a key route into the town, characterised by a wide mix of uses, some of which have become established over time. There is no co-ordination or comprehensive urban design approach in the area. It is important that additional retail or leisure uses are directed, in accordance with national and Development Plan policy towards the Town Centre, but the A49 could be improved through the redevelopment or development of employment uses, for example B1 (where the sequential tests set out elsewhere in the Core Strategy have been satisfied), B2 and B8.

14.2 There are significant transport issues along the corridor. Additional development should not add to congestion in the area, but should mitigate its impacts either through the promotion of active travel modes or through the provision of new or improved infrastructure.

14.3 Development should look to improve the appearance of the corridor as well as contributing to environmental enhancement.

14.4 Victoria Park provides an important town park facility for the residents of Warrington, principally through its proximity to the Town Centre, its scale and its extensive and diverse range of sports and play facilities. The park could, however, benefit from improvements which would increase its attractiveness and usefulness as well as contributing to the functionality and quality of the park's role in terms of Green Infrastructure. A significant amount of work has already been undertaken in this regard and a framework has been developed to guide future improvements.

14.5 It is important that any development retains and supports the park's role and status and does not prejudice the important flood management function of the area. The park forms part of the functional flood plain identified in the Council's Strategic Flood Risk Assessment. This role will continue with the planned implementation of the Environment Agency's Flood Risk Management Strategy which will protect areas around the park from flooding through the construction of flood walls and embankments. As such the provision of any new or enhanced facilities within the park should be constructed using flood resilient materials and design.

Programme of Delivery:

Local Planning Framework	Supplementary Planning Documents (SPD) including: Planning Obligations SPD, Design and Construction SPD, Affordable Housing SPD
Council-wide Strategies	Third Local Transport Plan (LTP3) Refreshed Open Space Strategy Emerging Playing Pitch Strategy Victoria Park Development Framework Public Art Strategy Warrington Waterfront Masterplan
Other Partner Strategies and Programmes	Neighbourhood Plans Liverpool City Region Green Infrastructure Framework
Delivery Partners	Private Sector Warrington Borough Council Warrington and Co. Central Neighbourhood Board The Peel Group Registered Providers Transport Providers Infrastructure Providers Highways Agency Environment Agency Mersey Forest
Indicators	Progress of Schemes / Developments

15 West Warrington

Where we want to be:

Vision - In 2027....

Employment development has advanced at Lingley Mere and the identified strategic location for employment (Omega) and is a model of good design and sustainability. A clear framework for the development of the whole site in the longer term is in place which allows for a sustainable and viable mixed use development with a new commercial hub to support employment development within the site and surrounding area.

The site has excellent public transport links and impacts on Warrington's Transport Network, including the Strategic Road Network, are being well managed. Elsewhere Gemini continues to be a successful business location.

Chapelford has been completed and provides a mix of house sizes and types, including affordable housing, in a safe, high quality environment. Public transport and active travel links are operating successfully and provide links to the employment opportunities in the Town Centre and wider area.

The new Chapelford Neighbourhood Centre provides a focus for the community with health services, a primary school and local shops, and complements the existing hierarchy of centres.

Sankey Valley Park has an enhanced role as a popular visitor attraction, and as a core element of the borough's strategic green links and Green Infrastructure.

What it will look like:

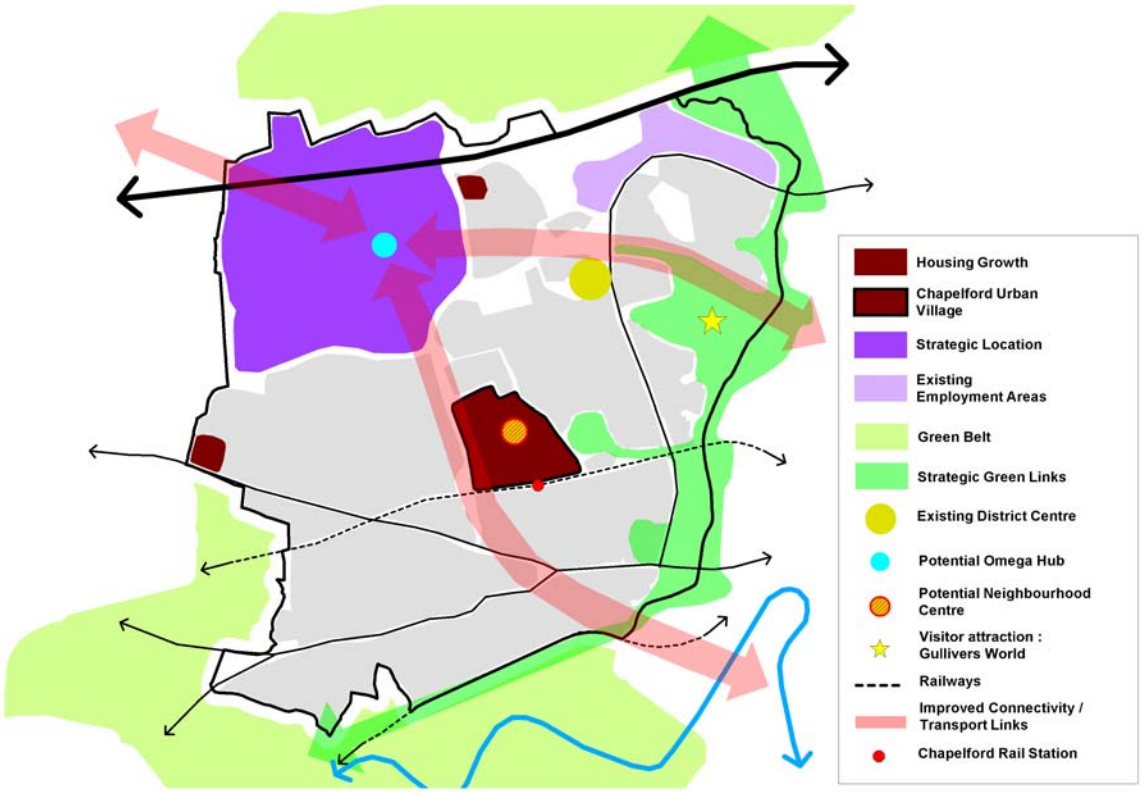

Figure 15.1 West Warrington

Areas of Change and Opportunity:

Lingley Mere: The site has begun to provide the initial phases of employment development in West Warrington which would subsequently be supported by future phases and the development of the adjacent Omega site.

Omega: The location is a key employment site in the borough and sub-region that will meet the future requirement of land for research and development, light and general industry and storage / distribution. There is an opportunity to develop a range of ancillary uses including housing, hotel and conference facilities, and appropriate services to support employees at the site subject to strategic policies set out elsewhere in the Core Strategy. Development on the site should be a model of low carbon sustainability. It also has the potential to accommodate new office development through extant planning consents and remaining land which may not be able to be accommodated within Town Centre and other central areas.

Gemini: The existing modern business park has been the focus of considerable speculative and purpose built developments. There are a range and mix of uses in the area from warehousing and office development to car show rooms. The area is also home to Gemini trade park and a number of stand alone retail warehouses. There are still a small number of sites in the area that could come forward for development.

Chapelford Urban Village: Chapelford Urban Village occupies the site of the former Burtonwood Airbase. Construction on site began in 2003 and the village continues to be a key housing site and offers a mix of housing to meet the borough's housing needs. Future development on the site will include the delivery of key infrastructure including the village centre, school, health care facilities, village park, open space and public transport infrastructure.

15 West Warrington

Sankey Valley Park: The area forms part of the boroughs key strategic Green Infrastructure network and provides a strategic link from St Helens through Warrington to Widnes. The corridor is made up of a green network of woodlands, grasslands and water features and provides value for both wildlife and recreation. The area provides an excellent opportunity to maintain the heritage and biodiversity of the area which will strengthen the visitor experience and offers opportunities to access/link to Bold Forest Park in St. Helens.

How we are going to get there:

Objectives

Covered by policies in this chapter:

Achieve the completion of the Chapelford Village comprising: a mix of market and affordable homes, public transport infrastructure, a village centre, a primary school, a health centre, village park and open space (Objective WW1)

Supported by strategic and borough wide policies

To protect and enhance the vitality and viability of local shopping provision in the area and support the role of Westbrook District Centre (Objective WW7)

Support SankeyValley as an attraction of sub-regional importance, which is accessible by a variety of modes of transport, by supporting the development and management of recreational facilities to increase the length of stays using local facilities (Objective WW3). Safeguard the elements of heritage value including Bewsey Old Hall, RAF Burtonwood and the St Helens Canal and its biodiversity especially at Bewsey Tip (Objective WW4)

Support the development of Omega through extant planning consents and the development of the remaining land within the site to make provision for identified regional and local economic development needs and ensuring that development does not undermine that of sequentially preferable sites for office developments elsewhere. (Objective WW2)

Control the extension and expansion of retail development at Gemini to protect the vitality and viability of the Town Centre (Objective WW8)

Achieve the delivery of employment development at the former Burtonwood Services comprising a mix of B1, B2 and B8 as well as ancillary uses (Objective WW5)

Achieve the completion of the development of Dawson House comprising market homes and a significant contribution towards the provision of affordable homes (Objective WW6)

Policy WW1

Chapelford Urban Village

The Council will continue to work with its partners and the community to support the delivery of Chapelford and ensure the timely and co-ordinated provision of associated infrastructure to support the local community. This will include the delivery of;

- dwellings to meet the borough's housing needs, including the provision of affordable housing with targeted provision for older people.
- the neighbourhood centre with services and facilities of an appropriate scale and nature to support the local community whilst also complementing the existing hierarchy of identified centres.
- active travel and public transport infrastructure and appropriate traffic mitigation measures to manage the local and strategic transport connections.
- high quality public open space to support recreational facilities for local communities within the development, including the delivery of DakotaPark and the provision of wider sports facilities.

15 West Warrington

Why we are taking this approach:

15.1 Chapelford Urban Village is a key housing site in Warrington and continues to provide housing that meets the needs of the borough, including the future provision of affordable housing and more targeted provision. Alongside the delivery of housing on site, Chapelford provides the opportunity to deliver key pieces of infrastructure to support the village whilst also supporting the wider Warrington West area.

Programme of Delivery:

Local Planning Framework	Supplementary Planning Documents (SPD) including: Planning Obligations SPD Design and Construction SPD Travel Plans SPD Affordable Housing SPD
Council-wide Strategies	Third Local Transport Plan (LTP3) Climate Change Strategy Rights of Way Improvement Plan Refreshed Open Space Review Emerging Playing Pitch Strategy
Other Partner Strategies and Programmes	Neighbourhood Plans Liverpool City Region Green Infrastructure Framework Chapelford Masterplan
Delivery Partners	Private Sector Warrington Borough Council Neighbouring Local Authorities West Neighbourhood Board Registered Providers Transport Providers Infrastructure Providers Local Economic Partnership Homes and Communities Agency United Utilities Network Rail Highways Agency Environment Agency Mersey Forest
Indicators	Progress of Schemes / Developments

16 East Warrington

Were we want to be:

Vision - In 2027....

In contrast to the scale of change experienced in the New Town era, East Warrington has not changed significantly in the last 15 years. Birchwood Park has been completed and continues to be a primary employment location in the borough and sub-region with high standards of design and landscaping providing an attractive business environment. The area continues to be accessible by a range of transport modes with Birchwood Rail Station sustainably linking the area with Warrington and the wider sub-region.

The re-use and redevelopment of sites within established employment areas at Risley and Woolston Grange have provided opportunities to incrementally improve the image, appearance, and accessibility of these areas.

The former Bruche Training Centre has been successfully developed and now provides market and affordable housing in a high quality sustainable environment.

The area benefits from improved public transport connections with employment opportunities in Warrington Town Centre and with other key employment areas across the north of the town and in West Warrington. This has contributed to a reduction of deprivation in the area.

Green infrastructure has been maintained and enhanced and the functionality has been increased.

What it will look like:

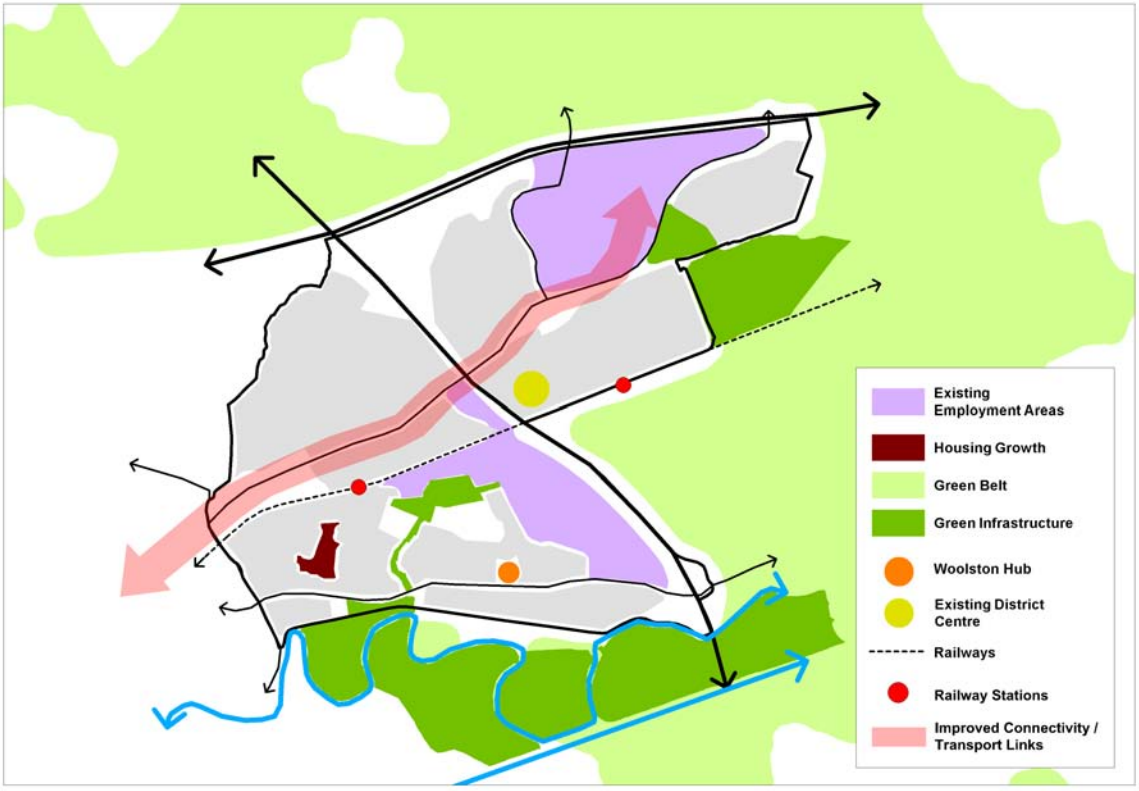

Figure 16.1 East Warrington

16 East Warrington

Areas of Change and Opportunity:

Birchwood Park: The area provides an established premier business location for the borough and sub-region and is home to elements of the UK nuclear industry. The area benefits from a high quality of design and a diverse range of services that support the attractiveness and sustainability of the park. There are further opportunities in the park to capitalise on its success and build on this successful location.

Woolston Grange: The area was one of the first purpose built employment areas constructed under the New Town powers and is a key location for B8 warehousing and distribution. There are opportunities to incrementally improve the existing environmental quality and accessibility for sustainable transport modes that contributes to the provision of walking and cycling in the area.

Former Police Training Centre at Bruche: The site provides the opportunity to deliver housing and affordable housing that contributes to the boroughs needs. The site should function as part of the wider residential area, supporting existing services and facilities.

Woolston Hub: The hub development at Woolston was the boroughs first completed neighbourhood hub and incorporates leisure facilities, library services, GP surgery and Children's centre. The hub should continue to provide a focus for community facilities in the neighbourhood.

Woolston Park: The park covers 23 hectares and follows the course of Spittle Brook. There is an opportunity to enhance the quality and function of the existing park whilst also linking to existing green space corridors for both leisure and sustainable transport.

How we are going to get there:

Objectives

Supported by Strategic and Borough Wide policies:

Protect and enhance the vitality and viability of local shopping provision in the area and support the role of the Birchwood Centre (Objective EW1)

Improve the quality of open space provision in the area and make better use of existing assets such as Woolston New Cut, Paddington Meadows and the Mersey Valley (Objective EW6)

Should the need arise, provide a framework to guide the future use and development of the Woolston High School premises and grounds following its closure (Objective EW5)

Work with the HCA towards the development of a sustainable, affordable, low carbon housing community at the former Police Training Centre in Bruche (Objective EW4)

Support the continuing development of the Birchwood Park as a flagship sustainable and high quality business park of sub-regional importance (Objective EW2)

Produce a development management framework to manage incremental change through the improvement of infrastructure to re-invigorate and improve the Woolston Grange area (Objective EW3)

Why we have taken this approach:

16.1 As set out in the vision, the opportunities for significant change in East Warrington are limited. The area is, however, home to a number of very successful employment areas as well as important services and facilities and Green Infrastructure. The strategic and borough wide policies set out elsewhere in the Core Strategy are considered to provide appropriate protection and guidance for the future of these areas and assets, and as such there are no specific policies to guide development in this area.

Programme of Delivery:

Local Planning Framework	Supplementary Planning Documents (SPD) including: Planning Obligations SPD, Design and Construction SPD, Travel Plans SPD, Affordable Housing SPD
Council-wide Strategies	Third Local Transport Plan (LTP3) Rights of Way Improvement Plan Refreshed Open Space Review Emerging Playing Pitch Strategy
Other Partner Strategies and Programmes	Neighbourhood Plans Liverpool City Region Green Infrastructure Framework
Delivery Partners	Private Sector Warrington Borough Council Neighbouring Local Authorities East Neighbourhood Board Registered Providers Transport Providers Infrastructure Providers Homes and Communities Agency Network Rail Highways Agency Environment Agency Mersey Forest Birchwood Forum
Indicators	Progress of Schemes / Developments

17 Stockton Heath and South Warrington

Where we want to be:

Vision - in 2027....

The area consists of stable, attractive neighbourhoods that have been reconnected to the Town Centre, employment and recreation opportunities in the borough.

Stockton Heath District Centre is thriving as the main retail and service centre in south Warrington, and is a popular evening destination where people feel safe.

Traffic congestion has reduced thanks to effective demand management across the area and despite increased shipping on the Canal.

Green Infrastructure has been maintained and enhanced and its functionality increased, with key links reinforced.

What this will look like:

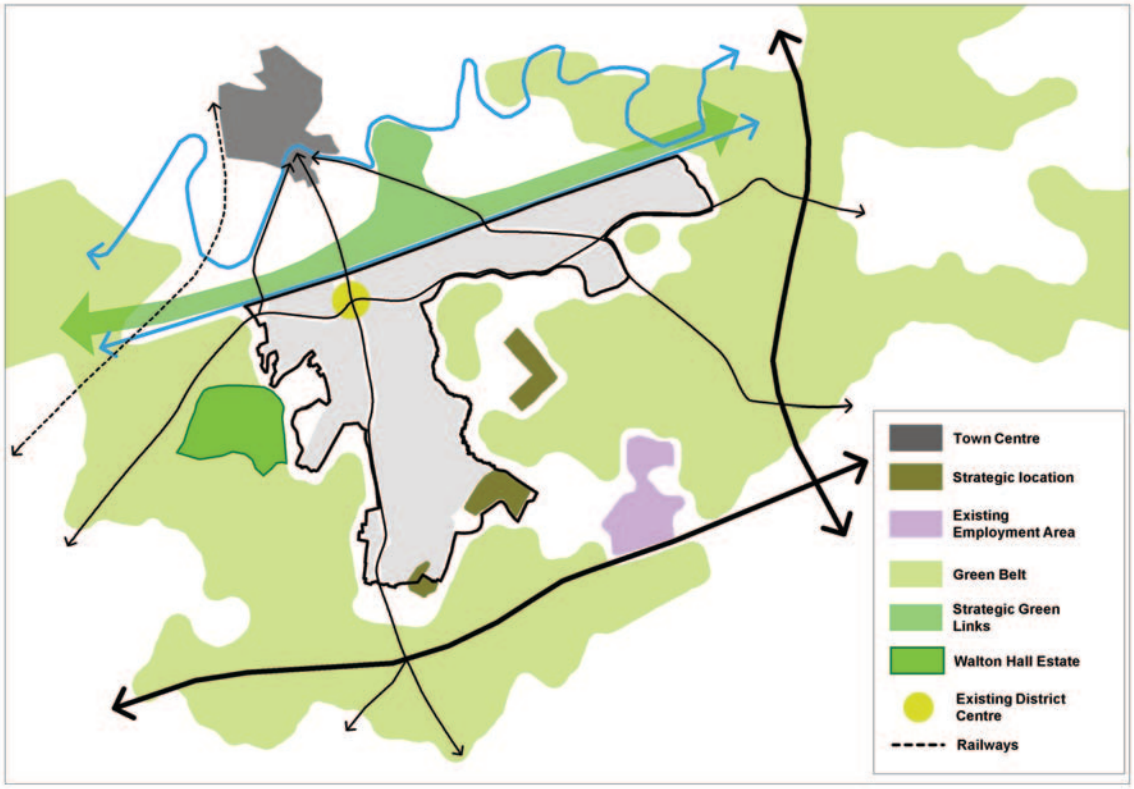

Figure 17.1 Stockton Heath and South Warrington

Areas of Change and Opportunity:

Stockton Heath District Centre: is a successful and vibrant centre that supports surrounding neighbourhoods and areas in the south of the borough. The centre and the uses within it have changed over time and will continue to adapt as lifestyles, shopping and leisure habits evolve. It is important that the centre continues to provide appropriate services for the surrounding areas as well as ensuring the amenity of nearby residential development is protected.

Open Space and Connections: Opportunities should be taken in the area to improve strategic green links, active travel and public transport infrastructure and services to Warrington Town Centre and employment opportunities to the north of the Manchester Ship Canal.

Appleton Cross, Grappenhall Heys and Pewterspear Green: are significant areas of greenfield land in south Warrington. The approach to the sites is set out in the Overall Spatial Strategy, where the sites have been identified as amongst a number of strategic locations, one or a combination of which could be needed to accommodate housing growth in the longer term to avoid the need to release Green Belt land for development.

How we are going to get there:

Objectives

Covered by policies in this chapter:

Protect and enhance the vitality and viability of local shopping provision in this area and support the role of Stockton Heath Centre (Objective SW1)

Supported by strategic and borough wide policies:

Improve the quality of and linkages to open space provision in the area and make better use of existing assets such as the Bridgewater Canal, Lumb Brook and the Dingle (Objective SW2)

Policy SW 1

Stockton Heath District Centre

In addition to the policy considerations set out elsewhere in the Core Strategy the Council will support proposals in and on the edge of Stockton Heath District Centre that;

- contribute positively to the character, diversity and vitality of the centre; and
- does not lead to an unacceptable loss of A1 uses or an unacceptable concentration of non A1 uses; and where possible
- adds or supports cultural provision in the area, especially for young people and children.

17 Stockton Heath and South Warrington

Why we have taken this approach:

17.1 Stockton Heath District Centre is a successful and vibrant centre which provides for a range of different facilities, both during the day and in the evening. Alongside a variety of comparison and convenience retailing, the centre also contains a number of leisure uses including restaurants and bars. It is important that the retail function of the centre is not undermined over time, and as such changes of use from retail to A3, A4 and A5 uses should be carefully assessed in terms of their contribution to the overall vitality of the centre and their impact on amenity (covered by policies elsewhere in the Core Strategy).

17.2 In assessing whether a proposal contributes positively to the character of the district centre, account will be taken of the need to respect and be sensitive to heritage issues as well as the contribution to the physical appearance of the proposals, including any shopfronts. Diversity and vitality will be assessed by considering the most recent survey of uses within the centre as well as any additional information relating to footfall and visitor numbers.

17.3 Determining whether a proposal results in an unacceptable loss of A1 would require an assessment of the retail use that would be lost and the role it performs within the district centre, using the most recent survey of uses to assess whether or not that role would be continued through other similar uses. An unacceptable concentration of non A1 uses would normally constitute the creation of more than two adjacent non-retail frontages in any part of the centre.

Programme of Delivery:

Local Planning Framework	Supplementary Planning Documents (SPD) including: Design and Construction SPD
Council-wide Strategies	Third Local Transport Plan (LTP3) Climate Change Strategy Rights of Way Improvement Plan
Other Partner Strategies and Programmes	Neighbourhood Plans Liverpool City Region Green Infrastructure Framework
Delivery Partners	Private Sector Warrington Borough Council South Neighbourhood Board Transport Operators Infrastructure Providers The Peel Group Homes and Communities Agency Highways Agency Mersey Forest Marketing Cheshire
Indicators	Progress of Schemes / Developments Managing Vitality and Viability of Stockton Heath Centre Retail Centres Report

18 The Countryside and its Constituent Settlements

Where we want to be:

Vision - In 2027....

There is a secure, long-term Green Belt and the countryside is sustainable and attractive with a thriving rural economy and communities. Farm diversification is supported by a positive approach to development management. Improved access, amenities and visitor attractions are encouraging more people to enjoy the countryside but not at the expense of its character, tranquillity and biodiversity.

The continued protection of the Green Belt has ensured that settlements, including the larger ones of Lymm and Culcheth, have not encroached onto open countryside. Development that has taken place within settlements has consolidated their built form and is to a high standard of design that respects the local character. Important open spaces have been protected and settlement centres continue to offer a good range of shops and services to the local community.

Walton Hall Estate is a quality local and sub-regional visitor destination making the most of its countryside location and value as a heritage asset.

Port Warrington has contributed to taking freight off the Strategic and Primary Road Networks onto the canals and railways.

Fiddlers Ferry Power Station continues to be an important source of employment and is a key component of the strategic infrastructure of the wider sub-region.

What this will look like:

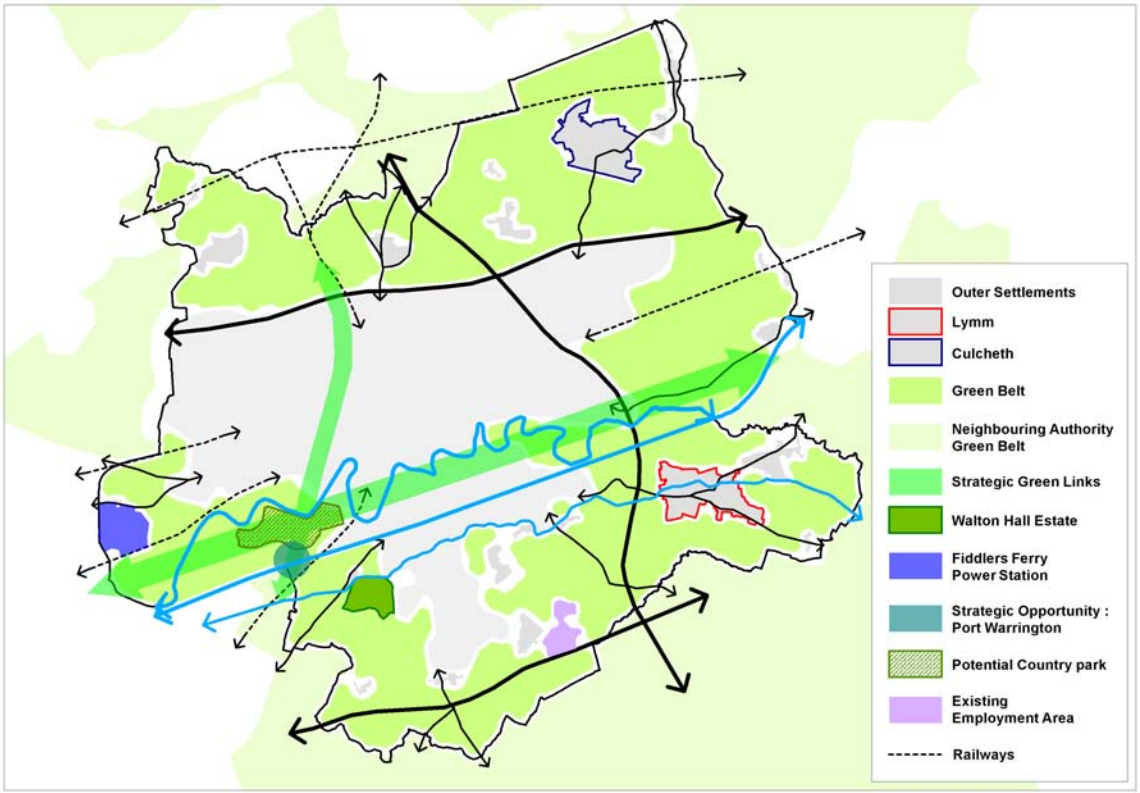

Figure 18.1 Countryside and Constituent Settlements

Areas of Change and Opportunity:

The Countryside: The wider open countryside around the town and other settlements in the borough is designated as Green Belt. As such it is protected from inappropriate development which is defined by national policy. The countryside is home to many residents within and beyond smaller settlements spread around the borough and provides for formal and informal recreation. The countryside is also an important part of the borough's economy and is the location of several landfill sites and aspects of the borough's infrastructure. Support needs to be afforded to maintaining and where possible growing the rural economy particularly through appropriate diversification. Additional pressures on the countryside need to be carefully managed if its character, appearance and the many functions it performs are to be protected and enhanced.

Lymm: The tight Green Belt boundaries surrounding the village and the borough's overarching strategic policy approach will ensure that further growth in the village is limited to organic growth as opposed to rapid and speculative expansion which has characterised growth in preceding years. There are limited development prospects compared to other areas of the borough but opportunities to make more of the canal side setting; add further to the vitality of the village centre; support the villages tourism and recreational offer; and contribute to the delivery of additional affordable housing, should be seized. Development proposals will however have to be progressed within the context of respecting the distinctive character of the village and its many heritage assets.

Culcheth: The tight Green Belt boundaries surrounding the village and the borough's overarching strategic policy approach will ensure that further growth within the village is organic. There are some future development opportunities of a limited size within the village, the majority of which have become available following a programme of public sector asset rationalisation. The desirability of the village as a place to live in recent years has driven significant increases in house prices and as such the delivery of additional and genuinely affordable housing for local people represents an important issue, as does maintaining local employment opportunities.

Appleton & Stretton Trading Estates: Often collectively known as Barley Castle Trading Estate, this well established site has developed as a key distribution location as it is ideally located approximately 1.5 miles from Junction 20 of the M6 motorway and Junction 9 of the M56 motorway. Whilst few development opportunities remain within the site, policies elsewhere within the Core Strategy seek to retain the major warehousing and distribution function this estate performs. Representing the only major employment site within the south of the borough, increasing the accessibility of the site from a public transport perspective and modes other than the car remain a priority.

Port Warrington: is dealt with elsewhere in the document as it is of strategic as well as local significance.

Fiddlers Ferry Power Station: is dealt with elsewhere in the document as it is of strategic as well as local significance.

Walton Hall Estate: Walton Hall, its extensive gardens and the associated municipal golf course combine to represent a well-used and much valued public asset. There is recognition that improvements are necessary in order to ensure that the full potential of these assets are being realised and that ultimately the estate is financially self-sustaining not least to protect it for the enjoyment of future generations. Much of the Estate is statutorily listed for its architectural and heritage value and a key challenge going forward will also be securing the active and long-term future of these assets whilst respecting their value and setting. Maintaining public access will be a prerequisite for any proposals.

Arpley Country Park: A unique opportunity exists to create a significant country park, in close proximity to the Town Centre, including the Arpley site when landfill operations have finished and restoration is complete. Alongside the strategic opportunity presented by the Waterfront Area, the park should look to integrate the Town Centre with the wider countryside and also to create a green hub through which the borough's Mersey Valley and Sankey Valley strategic green links can be integrated.

18 The Countryside and its Constituent Settlements

How we are going to get there:

Objectives

Covered by policies in this chapter:

Develop the recreational and visitor attraction potential of Walton Hall Estate, whilst protecting the local environment and minimising additional travel by car (Objective CC2)

Protect and enhance the character of the countryside, its natural beauty, the diversity of its landscape, its heritage and wildlife value, its natural resources, and its contribution to the quality of life in the borough as a source of recreation and enjoyment (Objective GI4).

Supported by Strategic and Borough Wide policies:

Ensure Port Warrington develops in an appropriate way to maximise use of the Manchester Ship Canal and rail infrastructure in moving freight whilst ensuring the minimum impact on traffic congestion due to any increase in shipping and opening of swing bridges (Objective CC1)

Support continued investment for the purposes of power generation, together with associated measures to reduce environmental and transport impacts, at Fiddlers Ferry Power Station including opportunities for the establishment of ancillary development that would benefit from the proximity of resources at the site including heat, water supply and secondary aggregates (Objective CC5)

Ensure that the predominant land use at Appleton & Stretton Trading Estates continues to be transport related and storage, warehouse and distribution uses, whilst ensuring that development minimises travel by private car and encourages the use of more sustainable modes of transport (Objective CC3)

Protect and enhance the Mosslands across the eastern side of the borough as a natural carbon sink to mitigate the effects of global warming (Objective CC4)

Policy CC 1

Inset and Green Belt Settlements

The following settlements are Inset (that is excluded) from the Green Belt:

Appleton Thorn
Burtonwood
Croft
Culcheth
Glazebury
Grappenhall Heys
Hollins Green
Lymm
Oughtrington
Winwick

Within these settlements new build development, conversions and redevelopment proposals will be allowed providing they comply with national planning policy and are sustainable in terms of Policy CS1.

The following are Green Belt settlements (that is washed over) within the Green Belt:

Broomedge
Collins Green
Cuerdley Cross
Glazebrook
Grappenhall Village
Hatton
Heatley/Heatley Heath
Higher Walton
Mee Brow/Fowley Common
New Lane End
Stretton
Weaste Lane

Within these settlements development proposals will be subject to Green Belt policies set out in the national planning policy. New build development may be appropriate where it can be demonstrated that the proposal constitutes limited infill development of an appropriate scale, design and character in that it constitutes a small break between existing development which has more affinity with the built form of the settlement as opposed to the openness of the Green Belt; unless the break contributes to the character of the settlement.

The boundaries of Inset and Green Belt villages are shown on the Proposals Map

Policy CC 2

Protecting the Countryside

Development proposals in the countryside which accord with Green Belt policies set out in national planning policy will be supported provided that;

- the detailed siting and design of the development relates satisfactorily to its rural setting, in terms of its scale, layout and use of materials;
- they respect local landscape character, both in terms of immediate impact, or from distant views;
- unobtrusive provision can be made for any associated servicing and parking facilities or plant, equipment and storage;
- they relate to local enterprise and farm diversification; and
- it can be demonstrated that there would be no detrimental impact on agricultural interests.

Policy CC 3

Walton Hall Estate

Development at Walton Hall Estate will be supported where it;

- preserves public access to the Estate;
- preserves the primary function of the Estate as a sport, recreation, leisure and hospitality destination;
- does not conflict with the tranquil setting of the Gardens;
- re-uses existing facilities and buildings where possible and appropriate; and
- improves the quality and range of amenities to diversify interest for visitors.

All proposals should have regard to national and local policies relating to the Green Belt and Heritage Assets.

Proposals for uses other than recreation, leisure and hospitality will only be supported where these are ancillary in nature and appropriate in scale and where proven critical to supporting the Estate to become financially self-sustaining.

Why we have taken this approach:

18.1 The wider open countryside around the town and other settlements in the borough is designated as Green Belt. As such it is protected from inappropriate development which is defined by national planning policy.

18.2 Additional pressures on the countryside need to be carefully managed if its character, appearance and function are to be protected and enhanced. Recognition of this has identified the need for policy intervention in the form of ensuring that those issues which are unique to the countryside setting are afforded due consideration. Policy CC2 seeks to achieve this by setting out a number of factors, which are additional to those generic issues set out elsewhere within the Core Strategy, against which development proposals will be assessed. In summary these factors relate to protecting the rural character and setting of the countryside, encouraging growth in the rural economy and protecting agricultural interests.

18.3 With regards to the Countryside's constituent settlements, a distinction has been made between those which are regarded as 'Inset' settlements (that are excluded from the Green Belt) and those that are regarded as 'Green Belt' settlements (that are washed over and within the Green Belt). Policy CC1 identifies which of the borough's settlements fall within each of the classifications and the Proposals Map identifies individual settlement boundaries.

18.4 The Overall Spatial Strategy sets out the quantity and distribution of development within the borough and directs growth towards the urban area of the town of Warrington. Policy CC1 helps to implement this approach by requiring development proposals to conform with Core Strategy policy CS1 and specifically, with regards to Green Belt settlements, through guiding the scale and nature of development likely to be deemed appropriate in such locations. This approach alongside evidence which suggests that development opportunities within the countryside and its constituent settlements are limited, is such that any growth within these areas should be organic.

18.5 In terms of the specific areas of change and opportunity; Appleton & Stretton Trading Estates, Port Warrington and Fiddlers Ferry Power Station are of strategic as well as local significance and as such are dealt with elsewhere within the Core Strategy.

18.6 With regards to the potential Country Park in the vicinity of Arpley landfill and Gateworth, this section simply aims to raise the profile of the unique opportunity that these sites present, once landfill operations at Arpley have finished and restoration is complete.

18.7 Policy MP8 within the 'Making the Place Work Section' of the Core Strategy identifies that more detailed matters of waste management will be dealt with through the production of a separate Joint Waste & Minerals Local Plan. Any specific implications arising for the countryside will be identified through this process.

18.8 There is recognition that improvements are necessary at Walton Hall Estate (which comprises of Walton Hall, Walton Park and Gardens and Walton Municipal Golf Course) in order to ensure that the full potential of the Estate's assets are being realised and that ultimately the Estate becomes financially self-sustaining. Policy CC3 seeks to promote the opportunity that the Walton Hall Estate presents alongside putting in place a framework to guide redevelopment proposals to ensure that any commercial activities intended to generate income do not undermine public access, the Estate's existing function or its setting.

Programme of Delivery:

Local Planning Framework	
Council-wide Strategies	Third Local Transport Plan (LTP3) Rights of Way Improvement Plan Refreshed Open Space Review Emerging Playing Pitch Strategy
Other Partner Strategies and Programmes	Neighbourhood Plans Liverpool City Region Green Infrastructure Framework
Delivery Partners	Warrington Borough Council Private Sector Neighbouring Local Authorities Neighbourhood Boards Infrastructure Providers Scottish and Southern Energy The Peel Group Highways Agency Network Rail Environment Agency Mersey Forest English Heritage Marketing Cheshire
Indicators	Progress of Schemes / Developments

19 Development Management

19.1 The principles of what the Council considers to constitute sustainable development are set out in Policy CS1. To assist potential developers and applicants, the following table sets out where each of the criteria of CS1 are considered in more detail within the Core Strategy. The Council's approach will always be to work proactively with applicants jointly to find solutions which mean that proposals can accord with the development plan and be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

The planned provision made for economic and housing growth	**CS2** Overall Spatial Strategy - Quantity and Distribution of Development **CS7** Strategic Location - Omega and Lingley Mere **CS9** Strategic Locations - Appleton Cross, Grappenhall Heys, Peel Hall and Pewterspear Green **CS10** Strategic Opportunity - Waterfront and Arpley Meadows **PV1** Development in Existing Employment Areas **SN1** Distribution and Nature of New Housing
The need to cater for this growth in a way that meets the full range of identified needs	**PV3** Strengthening the Borough's Workforce **SN1** Distribution and Nature of New Housing **SN2** Securing Mixed and Inclusive Neighbourhoods **SN3** Accommodation Needs of Gypsies and Travellers and Travelling Showpeople **SN7** Enhancing Health and Wellbeing **QE3** Green Infrastructure **QE7** Ensuring a High Quality Place **MP3** Active Travel
The priority afforded to the protection of the Green Belt and the character of the countryside	**CS2** Overall Spatial Strategy - Quantity and Distribution of Development **CS4** Overall Spatial Strategy - Green Belt **CS5** Overall Spatial Strategy - Strategic Green Links **QE7** Ensuring a High Quality Place **CC1** Inset and Green Belt Settlements **CC2** Protecting the Countryside
The priority afforded to the regeneration and restructuring of the town's older areas through the re-use of previously developed land	**CS2** Overall Spatial Strategy - Quantity and Distribution of Development **CS8** Strategic Location - Inner Warrington

	SN1 Distribution and Nature of New Housing
The need to develop sites in appropriate and accessible locations	**CS2** Overall Spatial Strategy - Quantity and Distribution of Development **CS3** Overall Spatial Strategy - Transport **PV1** Development in Existing Employment Areas **PV5** Enhancing the Town Centre Economy **QE7** Ensuring a High Quality Place **MP1** General Transport Principles **MP3** Active Travel **MP4** Public Transport **MP5** Freight Transport
The need to make the best use of existing infrastructure and social capital within existing settlements, and ensure additional provision where needed to support development	**CS3** Overall Spatial Strategy - Transport **CS6** Strategic Location - The Town Centre **SN4** Hierarchy of Centres **SN7** Enhancing Health and Well-being **QE3** Green Infrastructure **MP1** General Transport Principles **MP6** Transport Infrastructure **MP10** Infrastructure
The importance of sustaining and enhancing the vitality and viability of the Town Centre and other established centres that act as community hubs	**CS2** Overall Spatial Strategy - Quantity and Distribution of Development **CS6** Strategic Location - The Town Centre **PV4** Retail Development Within the Town Centre and Primary Shopping Area **PV5** Enhancing the Town Centre Economy **SN4** Hierarchy of Centres **SN5** New Retail and Leisure Development within Defined Centres **SN6** Sustaining the Local Economy and Services **TC1** Key Development Sites in the Town Centre **TC2** Small Scale Development in Other Areas of the Town Centre

The need to address the causes of and effects of climate change	**CS3** Overall Spatial Strategy - Transport **CS5** Overall Spatial Strategy - Strategic Green Links **SN7** Enhancing Health and Well-being **QE1** Decentralised Energy Networks and Low Carbon Development **QE2** Grid Connected Renewable Energy Infrastructure **QE3** Green Infrastructure **QE4** Flood Risk **QE6** Environmental and Amenity Protection **QE7** Ensuring a High Quality Place **MP10** Infrastructure
The need to enhance and sustain the borough's built heritage and biodiversity	**QE3** Green Infrastructure **QE5** Biodiversity and Geodiversity **QE6** Environmental and Amenity Protection **QE7** Ensuring a High Quality Place **QE8** Historic Environment
The need to safeguard environmental standards, public safety and residential amenity	**QE6** Environmental and Amenity Protection **QE7** Ensuring a High Quality Place **MP7** Transport Assessments and Travel Plans
The delivery of high standards of design and construction	**SN7** Enhancing Health and Well-being **QE3** Green Infrastructure **QE7** Ensuring a High Quality Place **MP8** Waste
The need to improve equality of access and opportunity	**CS8** Strategic Location - Inner Warrington **PV3** Strengthening the Borough's Workforce **PV4** Retail Development within the Town Centre and Primary Shopping Area **SN2** Securing Mixed and Inclusive Neighbourhoods **SN4** Hierarchy of Centres **SN6** Sustaining the Local Economy and Services

	SN7 Enhancing Health and Wellbeing
	MP1 General Transport Principles
	MP3 Active Travel
	MP4 Public Transport

20 Delivery and Monitoring

20.1 The Delivery and Monitoring table set out in this section makes clear who the key delivery partners are with regards to achieving the objectives and hence visions expressed within each sub section of the document.

20.2 The success of the Core Strategy will be judged by its effectiveness in achieving its objectives and making progress towards the vision. This can be measured by monitoring effectiveness and progress through a range of indicators that can be identified and reported upon each year in the Council's Annual Monitoring Report. This section therefore brings together into one place each of the specific indicators which will be employed for this process.

20.3 It is important that the development proposed in the Core Strategy is supported by appropriate infrastructure which is provided in a timely and co-ordinated way. Whilst no significant infrastructure needs have been identified as being critical to the delivery of the Core Strategy at this time, further infrastructure needs which will depend upon public and/or private investment may emerge as the policies and proposals within continue to be implemented. The delivery of specific infrastructure related to the development of individual projects or sites also needs to be co-ordinated. For projects that have a direct WBC involvement as service provider or an equity investment (land or property), a partnership of public and private stakeholders will provide this through Project Management.

20.4 With regards to continually reviewing infrastructure requirements and subsequently monitoring whether the delivery of infrastructure identified as necessary is keeping pace with development, this will be achieved through publishing on an annual basis the Infrastructure Delivery Plan (IDP) and the accompanying Infrastructure Delivery Schedule. Collectively these identify the infrastructure required during the plan period, when it will be needed, who is responsible for its delivery and how it is to be funded. The IDP therefore constitutes a highly effective tool for identifying funding gaps and priorities and subsequently ensuring informed decisions are reached regarding any public sector expenditure including that secured in future through the Community Infrastructure Levy.

20.5 The IDP is a 'living' document which will be updated as and when new information of relevance becomes available. This stems from recognition of the continually changing priorities and funding arrangements of a wide array of both internal and external infrastructure providers, and that development which is unforeseen at present is likely to occur.

20.6 The Council has a track record of meaningfully engaging with infrastructure providers in order to understand their investment plans and needs but also and importantly to take a collaborative approach to delivery where this is mutually beneficial or in the public interest. The Council will continue to collaborate with partners and infrastructure providers and, through recognition of their role at the forefront of the place shaping agenda, seek to coordinate these efforts and drive delivery.

20.7 To achieve this in a manner which is both effective, transparent and hence ensure that a degree of accountability is inherent in the approach to planning for infrastructure within the Borough, Warrington's Regeneration Board will be tasked with this role. This existing grouping meets bi-monthly and brings together Executive and Assistant Directors; Principal Officers from various Council departments including Development Management, Regeneration, Highways, Property and Housing; the Leader of the Council and Executive Member for Regeneration and Development; and private sector representatives. Work is ongoing to refine and add substance to the working arrangements of this group including widening Membership to also include key external infrastructure providers.

Policies	Local Indicators	Key delivery partners	How will the policy be implemented?	Which Sustainability Appraisal objectives this policy meets
CS 1: Overall Spatial Strategy - Delivering Sustainable Development CS 2: Overall Spatial Strategy - Quantity and Distribution of Development CS 3: Overall Spatial Strategy - Transport CS 4: Overall Spatial Strategy - Green Belt CS 5: Overall Spatial Strategy - Strategic Green Links CS 6: Strategic Location - The Town Centre CS 7: Strategic Location - Omega and Lingley Mere CS 8: Strategic Location - Inner Warrington CS 9: Strategic Locations - Appleton Cross, Grappenhall Heys, Peel Hall and Pewterspear Green CS 10: Strategic Opportunity - Waterfront & Arpley Meadows CS 11: Strategic Opportunity - Port Warrington	Housing completions - by type and location Re-use of previously developed land for housing Amount of land developed by employment type % of above, by type, which is on PDL Losses of employment land in local authority area Employment land supply by type Shop vacancy rates within the Town Centre % of completed retail, office and leisure development respectively in town centres Town Centre Health Check Local Transport Plan Indicators Indices of Multiple Deprivation	Private Sector Neighbourhood Boards (All) Local Economic Partnership Warrington & Co. Neighbouring Local Authorities HCA Muse Developments The Peel Group United Utilities Network Rail Highways Agency Transport Operators Natural England Mersey Forest Local Nature Partnership Environment Agency Sankey Canal Restoration Society	Borough wide Strategies Placemaking Strategies Land Allocations Local Plan Joint Waste & Minerals Local Plan SPDs Local Transport Plan Regeneration Framework Atlantic Gateway Mersey Port Strategy	1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19.
PV 1: Development in Existing Employment Areas PV 2: Fiddlers Ferry	Losses of employment land in local authority area Inward Investment Enquiries	Private Sector Neighbourhood Boards (All) Local Economic Partnership	SPDs including Planning Obligations Proposals Map	1, 2, 3, 4, 10, 13, 14, 15, 17.

Policies	Local Indicators	Key delivery partners	How will the policy be implemented?	Which Sustainability Appraisal objectives this policy meets
PV 3: Strengthening the Borough's Workforce	Section 106 Monitoring	Neighbouring Local Authorities The Peel Group Network Rail Skills Funding Agency Higher and Further Education Establishments Birchwood Forum	Local Economic Assessment Worklessness Strategy	
PV 4: Retail Development within the Town Centre and Primary Shopping Area PV 5: Enhancing the Town Centre Economy PV 6: Retailing within Employment Premises	Town Centre Vacancy Rates % of completed retail, office and leisure development respectively in town centres Town Centre Health Check	Private Sector Warrington Borough Council Town Centre Neighbourhood Board Muse Developments	Land Allocations Local Plan SPDs including Bank Park and Bridge Street Proposals Map	1, 3, 4, 9, 10.
PV 7: Promoting the Visitor Economy		Private Sector Warrington Borough Council Neighbourhood Boards (All) Transport Operators Warrington Cycle Campaign Marketing Cheshire	Local Transport Plan	1, 4, 10, 11, 12.
SN 1: Distribution and Nature of New Housing SN 2: Securing Mixed and Inclusive Neighbourhoods	Housing completions - by type and location Re-use of previously developed land for housing Affordable housing completions (as a % of all completions)	Private Sector Registered Providers Homes and Communities Agency	Land Allocations Local Plan SPDs including Affordable Housing and Planning Obligations	1, 2, 3, 4, 5, 6, 8, 9, 12, 14, 15, 16.

Policies	Local Indicators	Key delivery partners	How will the policy be implemented?	Which Sustainability Appraisal objectives this policy meets
SN 3: Accommodation Needs of Gypsies and Travellers and Travelling Showpeople	Homelessness: households accepted and in priority need Numbers in temporary accommodation / rough sleepers Quantified future deliverable and developable supply of housing land including Gypsy and Traveller provision Number of permanent Gypsy and Traveller pitches approved and subsequently delivered Number of transit Gypsy and Traveller pitches approved and subsequently delivered Number of permanent Travelling Showpersons plots approved and subsequently delivered	Neighbourhood Boards (All) Neighbouring Local Authorities	WBC Housing Strategy Cheshire and Warrington Local Investment Plan 2	
SN 4: Hierarchy of Centres SN 5: New Retail and Leisure Development Within Defined Centres SN 6: Sustaining the Local Economy and Services	Diversity of Uses within District, Neighbourhood and Local Centres Capacity for Retail Floorspace	Private Sector Neighbourhood Boards (All) Warrington PCT	Proposals Map	1, 3, 4, 5, 8, 9, 15.
SN 7: Enhancing Health and Well-being	Access to GP - Doctors per 1000 population General health condition Geographical access to services (defined as a post office, GP, food shop and primary school) Participation in sport (by age & type) Access to local green space - achievement of "accessible natural green space standards"	Private Sector Warrington PCT Sport England Educational Establishments	SPDs including Design & Construction and Open Space & Recreation Playing Pitch Strategy	2, 3, 4, 5, 6, 7, 9, 10, 15, 17, 19.

Policies	Local Indicators	Key delivery partners	How will the policy be implemented?	Which Sustainability Appraisal objectives this policy meets
	% of eligible open spaces managed to green flag award status Access to open space / equipped play Indices of Multiple Deprivation			
QE 1: Decentralised Energy Networks and Low Carbon Development QE 2: Grid Connected Renewable Energy Infrastructure	Local estimates of CO2 emissions (kt CO2) - total domestic Amount of energy consumption produced from renewable and waste sources - in Gwh Average annual domestic consumption of gas in kWh Average annual domestic consumption of electricity in kWh Energy efficiency - the average SAP rating of local authority owned dwellings (1 - highly inefficient, 100 - highly efficient) Amount of energy consumption produced from renewable and waste sources - in Gwh Renewable energy capacity installed by type	Private Sector Energy Providers National Grid Registered Providers	SPDs including Design & Construction Climate Change Strategy Carbon Management Plan	1, 3, 5, 6, 9, 13, 14, 15, 16, 17, 18, 19.
QE 3: Green Infrastructure QE 4: Flood Risk QE 5: Biodiversity and Geodiversity QE 6: Environment and Amenity Provision	Access to local green space - achievement of "accessible natural green space standards" % of eligible open spaces managed to green flag award standard Access to open space / equipped play Change in areas and populations of biodiversity importance Reported condition of SSSIs (% of area)	Private Sector Warrington Borough Council Parish Councils The Peel Group United Utilities Natural England Mersey Forest	SPDs including Open Space & Recreation Local Transport Plan Playing Pitch Strategy Rights of Way Improvement Plan Liverpool City Region Green Infrastructure Framework	1, 3, 4, 5, 10, 12, 13, 14, 15, 16, 19.

Policies	Local Indicators	Key delivery partners	How will the policy be implemented?	Which Sustainability Appraisal objectives this policy meets
	Area of woodland cover in the borough Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence or water quality Number of properties at risk from flooding Number of developments incorporating SuDS	Local Nature Partnership Environment Agency Woodland Trust Cheshire Wildlife Trust	Warrington Flood Risk Management Strategy Catchment Flood Management Plan Biodiversity Action Plans	
QE 7: Ensuring a High Quality Place QE 8: Historic Environment	Number of schemes meeting BfL criteria Number of schemes meeting CfSH, BREEAM standards Change in number and condition of listed buildings Change in number and condition of Ancient Monuments % change in area of conservation areas designated	Private Sector Registered Providers English Heritage Design Council Police	Placemaking Strategies SPDs including Design & Construction Local Transport Plan Conservation Area Management Plans Public Art Strategy	10, 11, 12, 15, 16, 19.
MP 1: General Transport Principles MP 2: Telecommunications MP 3: Active Travel MP 4: Public Transport MP 5: Freight Transport MP 6: Transport Infrastructure MP 7: Transport Assessments and Travel Plans	% of completed non-residential development complying with car-parking standards % of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major health centre Levels of car ownership / usage Local bus services (passenger journeys per year) % increase in public transport ridership Travel to work by alternative modes	Private Sector Warrington Borough Council Neighbouring Local Authorities The Peel Group Network Rail Highways Agency Transport Operators Warrington Cycle Campaign	Land Allocations Local Plan SPDs including Travel Plans and Open Space & Recreation Local Transport Plan Rights of Way Improvement Plan Atlantic Gateway Mersey Port Strategy	1, 2, 3, 4, 5, 9, 10, 14, 15.

Policies	Local Indicators	Key delivery partners	How will the policy be implemented?	Which Sustainability Appraisal objectives this policy meets
	Number of employees covered by Travel Plans Measure of congestion Local Transport Plan Indicators			
MP 8: Waste MP 9: Minerals	Production of primary land won aggregates Production of secondary / recycled aggregates Kg of household waste collected per head % of household waste landfilled % of total household waste recycled Capacity of new waste management facilities by type	Private Sector Warrington Borough Council Neighbouring Local Authorities The Peel Group Environment Agency	Joint Waste & Minerals Local Plan SPDs including Design & Construction Municipal Waste Management Strategy	16, 18.
MP 10: Infrastructure	CIL / Section 106 Monitoring	Infrastructure Providers	SPDs including Planning Obligations and CIL Charging Schedule Infrastructure Development Plan	None
TC 1: Key Development Sites in the Town Centre TC 2: Small Scale Development in other areas of the Town Centre	Progress of Schemes / Developments	Private Sector Warrington Borough Council Warrington & Co. Town Centre Neighbourhood Forum Transport Providers Infrastructure Providers The Peel Group Muse Developments	SPDs including Planning Obligations, Design & Construction, Bridge Street, and Bank Park Local Transport Plan Public Realm Strategy Public Art Strategy Conservation Area Management Plans Air Quality Management Plan	1, 3, 4, 9, 10, 11, 12, 19.

Policies	Local Indicators	Key delivery partners	How will the policy be implemented?	Which Sustainability Appraisal objectives this policy meets
		Network Rail Environment Agency English Heritage Marketing Cheshire	Cultural Strategy Rights of Way Improvement Plan Neighbourhood Plans	
IW 1: The A49 Corridor IW 2: Victoria Park Area	Progress of Schemes / Developments	Private Sector Warrington Borough Council Warrington & Co. Central Neighbourhood Board The Peel Group Registered Providers Transport Providers Infrastructure Providers Highways Agency Environment Agency Mersey Forest	SPDs including Planning Obligations, Design & Construction, and Affordable Housing Local Transport Plan Public Art Strategy Warrington Waterfront Masterplan Neighbourhood Plans Liverpool City Region Green Infrastructure Framework	1, 3, 4, 5, 9, 10, 12, 13, 14, 15, 19.
WW 1: Chapelford Urban Village	Progress of Schemes / Developments	Private Sector Warrington Borough Council Neighbouring Local Authorities West Neighbourhood Board Registered Providers Transport Providers	SPDs including Planning Obligations, Design & Construction, Travel Plans, and Affordable Housing Local Transport Plan Climate Change Strategy Rights of Way Improvement Plan	2, 4, 5, 6, 8, 9, 10.

Policies	Local Indicators	Key delivery partners	How will the policy be implemented?	Which Sustainability Appraisal objectives this policy meets
		Infrastructure Providers Local Economic Partnership Homes and Communities Agency United Utilities Network Rail Highways Agency Environment Agency Mersey Forest	Neighbourhood Plans Liverpool City Region Green Infrastructure Framework Chapelford Masterplan	
SW 1: Stockton Heath District Centre	Progress of Schemes / Development Retail Centres Report	Private Sector Warrington Borough Council South Neighbourhood Board Transport Operators Infrastructure Providers The Peel Group Homes and Communities Agency Highways Agency Mersey Forest Marketing Cheshire	Local Transport Plan Climate Change Strategy Rights of Way Improvement Plan Neighbourhood Plans Liverpool City Region Green Infrastructure Framework	1, 3, 11, 12.

Policies	Local Indicators	Key delivery partners	How will the policy be implemented?	Which Sustainability Appraisal objectives this policy meets
CC 1: Inset and Green Belt Villages CC 2: Protecting the Countryside CC 3: Walton Hall Estate	Progress of Schemes / Development	Warrington Borough Council Private Sector Neighbouring Local Authorities Neighbourhood Boards Infrastructure Providers Scottish and Southern Energy The Peel Group Highways Agency Network Rail Environment Agency Mersey Forest English Heritage Marketing Cheshire	Local Transport Plan Rights of Way Improvement Plan Neighbourhood Plans Liverpool City Region Green Infrastructure Framework	1, 5, 10, 11, 12, 16, 19.

Table 2 Delivery and Monitoring

Appendix 1 Glossary

Adaptation: Involves adjustments to natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.

Affordable Housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.

Amenity - A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

Annual Monitoring Report (AMR): An annual report by the Local Planning Authority assessing the progress with and the effectiveness of the Local Planning Framework. The monitoring period is April to March.

Appropriate Assessment: Required under The European Community Habitats Directive. An assessment must be undertaken when a project or plan is likely to have a significant effect on a European site in Great Britain (either alone or in combination with other plans or projects), and is not directly connected with or necessary to the management for the site.

Atlantic Gateway: The Atlantic Gateway is a Peel Holdings led initiative which seeks to capitalise on a unique economic opportunity focused on a corridor between Liverpool in the west and Manchester in the east which follows the alignment of the River Mersey, its estuary and the Manchester Ship Canal

Balanced Housing Market: Equilibrium between supply and demand across tenure and property size within a given area. Defined via a 'Balancing Housing Market' (BHM) assessment generally contained within a Local Planning Authority's Strategic Housing Market Assessment.

Baseline: A description of the past and present state of an area or subject, and, in the absence of any plan, the future state of an area or subject taking into account changes resulting from natural events and from other human activities.

Biodiversity: This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has a value in its own right and has social and economic value for human society.

Borough wide strategies: The Borough wide strategy element of the document sets out a number of detailed policies which follow from the core policies. These have been structured around four broad themes:

- Creating prosperity and vibrancy
- Strengthening neighbourhoods
- Securing a high quality environment
- Making the place work

BREEAM: An environmental assessment method for buildings including courts, education, industrial, healthcare, prisons, offices, retail and multi-residential developments. It sets the standard for best practice in sustainable design and describes a building's environmental performance. The assessment gives buildings a score of pass, good, very good, or excellent.

Building for Life (BfL): The "Building for Life" initiative is led by the Design Council (formally led by CABE (the Commission for Architecture and the Built Environment) and the Home Builders Federation and backed by the Housing Corporation, English Partnerships and Design for Homes). It aims to promote design excellence in new housing developments and comprises 20 questions to be used to assess design quality in new housing. Building for Life is recognised by both the government and the industry as the national benchmark for well designed homes and neighbourhoods.

Carbon Dioxide: Often abbreviated to CO_2 It is the main greenhouse gas in the UK. Also see emissions.

Carbon Emissions: See emissions.

Climate change: This is the term used to describe changes in weather patterns which threaten our environment and the way we live our lives both now and in the future. It is a coherent and internally consistent description of the *change* in climate by a certain time in the future, using a specific modelling technique and under specific assumptions about the growth of greenhouse gas and other emissions and about other factors that may influence climate in the future. Climate change is sometimes referred to as global warming because it is currently concerned with rises in global temperatures ranging from between two and five degrees Celsius.

Code for Sustainable Homes: The Code is an environmental assessment method for new homes based upon BRE Global's Ecohomes and contains mandatory performance levels in 7 key areas. Developments are assessed and scored on a range of sustainability measures. The assessment is more rigorous than that demanded by Building Regulations as well as being holistic and thus the criteria provide a good appraisal of the sustainability of a development proposal.

Combined Heat and Power/Combined Cooling Heat and Power (CHP/ CCHP): The simultaneous generation of usable heat and power (usually electricity) in a single process, thereby reducing wasted heat and putting to use heat that would normally be wasted to the atmosphere, rivers or seas. CHP is an efficient form of decentralised energy supply providing heating and electricity at the same time. CHP's overall fuel efficiency can be around 70-90% of the input fuel, depending on heat load; much better than most power stations which are only up to around 40-50% efficient.

Community Infrastructure Levy (CIL) - A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Comparison Retailing: The retail of goods which include: clothing and footwear; furniture, furnishings and household equipment (excluding non-durable household goods); medical and pharmaceutical products, therapeutic appliances and equipment; and, educational and recreation equipment and accessories. It specifically does not include the wholesale of goods. (Compare to the separate definition of Convenience Retailing).

Conservation: The process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate enhances its significance.

1 Glossary

Conservation Area - An area of special architectural interest, the character of which it is desirable to preserve or enhance.

Convenience Retailing: The retail of goods which include food, alcoholic and non-alcoholic beverages, tobacco and non-durable household goods. It specifically does not include the wholesale of goods. (Compare to the separate definition of Comparison Retailing).

Critical Drainage Areas: Locations at risk from surface water flooding that, if not managed, will be particularly sensitive to large rainfall events and/or any increases in the rate of surface water runoff and/or volume entering the system. The most severe or problematic areas are classified as Critical Drainage Areas. These are identified where:

1. There is a high risk of localised flooding as identified by historical or future flood risk data. This will include flooding from urban watercourses, including culvert surcharging and overland surface water flows, and the potential for flooding from the sewer network due to failure/blockage or exceedance events when the storm return period is greater than the sewer was deigned for; or

2. Where there are areas of significant development/redevelopment planned that could have a significant impact on surface water runoff to local watercourses and the sewer network.

Decentralised energy supply/network: Energy supply from local renewable and low-carbon sources (ie on-site and near-site, but not remote off-site) usually on a relatively small scale. Decentralised energy is a broad term used to denote a diverse range of technologies, including micro-renewables, which can locally serve an individual building, development or wider community and includes power, heating and cooling energy. A decentralised energy network is the network of pipes or cables that supplies the energy.

Decentralised energy: Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies.

Defined Settlements: Comprising the town of Warrington and those settlements listed in Policy CC1 of the Core Strategy.

Development Management: Development Management is the process by which development proposals in the form of planning applications, are considered and decided. It is a positive and proactive approach to shaping, considering, determining and delivering development proposals. It is led by the local planning authority (LPA), working closely with those proposing developments and other stakeholders. It is undertaken in the spirit of partnership and inclusiveness, and supports the delivery of key priorities and outcomes.

Designated Heritage Asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.

Development Plan: This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)

District Heating Network: This is a network of insulated pipes that provides heat, in the form of either hot water or hot air, from a centralised source to multiple users.

Emissions: The release of greenhouse gases into the atmosphere. Greenhouse gases 'trap' energy radiated by the Earth within the atmosphere and include carbon dioxide (CO_2), methane, nitrous oxide and fluorinated gases.

Energy Crops: Energy crops are grown specifically for use as fuel and offer high output per hectare with low inputs. Classes of energy crops include; Short rotation energy crops; Grasses and non-woody energy crops; Agricultural energy crops; Aquatics (hydrophonics).

Energy efficiency: Involves cutting down on waste energy by achieving desired levels of lighting, heating or cooling for the minimum amount of energy use. A good example is an energy efficient light bulb which produces the same amount of light as a conventional bulb but uses up to 75% less energy to do so.

Energy Hierarchy: A basic framework for guiding energy policy which is simple to understand and outlines the core principles on which effective, sustainable energy decisions should be based. The Hierarchy promoted through Warrington's Local Planning Framework has 4 key points which seek to reduce the need for energy consumption; use energy as efficiently as possible; source energy from low carbon and renewable sources where possible; and use energy from fossils fuels as a last resort.

European Sites: This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010.

Flood Risk: An expression of the combination of the flood probability or likelihood and the magnitude of the potential consequences of the flood event.

Flood Risk Assessment: A study to assess the risk to an area or site from flooding, now and in the future, and to assess the impact that any changes or development on the site or area will have on flood risk to the site and elsewhere. It may also identify, particularly at more local levels, how to manage those changes to ensure that flood risk is not increased. NPPF technical guidance differentiates between regional, sub-regional/strategic and site-specific flood risk assessments.

Geodiversity - The range of rocks, minerals, fossils, soils and landforms.

Global warming: See Climate Change

Green Belt: A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purpose of the Green Belt is to;

- check the unrestricted sprawl of large built up areas
- prevent neighbouring towns from merging
- safeguard the countryside from encroachment
- assist urban regeneration by encouraging the recycling of derelict and other urban land

The boundaries of the Green Belt in Warrington, which is contiguous with the Green Belt in Merseyside, Greater Manchester, and North Cheshire, are shown on the Local Plan Proposals Map.

Greenfield: Land on which no development has previously taken place unless the previous development was for agriculture or forestry purposes or, the remains of any structure or activity have since blended into the landscape.

Green Infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Greenway Network: as identified on the Proposals Map, comprises a borough wide system of existing and potential off-road routes for walking and cycling, and in parts for horse riding, connecting people to facilities, places of work and green spaces in and around the urban area, and to the countryside.

Gypsy and Traveller (as defined by National Policy): Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.

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Gypsy and Traveller Accommodation Assessment: An assessment to identify the level and nature of the current and future accommodation needs of Gypsies and Travellers and Travelling Showpeople within a given area.

Heritage: Resources inherited which people value for more than their function.

Heritage Asset: A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Historic Environment: All aspects of the environment resulting from the integration between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Identified Housing Need:A particular type, size and tenure of house for which, by way of reference to the Council's Strategic Housing Market Assessment (SHMA) or any future housing needs assessment, there is a proven local need.

Indicator: A measure of variables over time, often used to measure the achievement of objectives.

Indices of Multiple Deprivation (IMD): A rating of the relative level of social exclusion in an area. Looks individually at deprivation in relation to: income, employment, health and disability, education, skills and training, crime, barriers to housing and services, and the living environment. Also looks at a general rating taking all the issues into account.

Infrastructure: A collective term for services such as roads, electricity, sewerage, water, children's services, health facilities and recycling and refuse facilities.

Intermediate Housing - Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above (see the definition of affordable housing). These can include shared equity products (eg HomeBuy), other low cost homes for sale and intermediate rent.

Key Diagram: The Key Diagram articulates the Strategic Vision in an illustrative form. It shows the areas and broad locations that will be the main focus for development in Warrington over the 15 year period of the Local Plan Core Strategy. It is important to note that it is a diagram and not a map; whilst in some regards it is based upon geographic information it is not intended to notate the precise location of any proposals or areas with specific policy requirements or constraints.

Landscape: An area as perceived by people whose character is the result of the action and interaction of natural and/or human factors

Landscape Character: Identification of what makes a place unique. An assessment can provide a mechanism by which local communities and other

Landscape Character Assessment: Assessment of the distinct and recognisable elements of the landscape across the borough.

Listed Building -A building of special architectural or historic interest, as listed under s1 of the Planning (ListedBuildings and Conservation Areas) Act 1990. Listed Buildings are graded under the English Heritage classification to show their relative importance, with Grade I buildings being of exceptional interest, Grade II* being particularly important buildings of more than special interest. Most Listed Buildings are Grade II.

Local Development Scheme (LDS): The local planning authority's timescaled programme for the preparation of Local Planning Framework documents that must be agreed with Government and reviewed every year.

Local Distinctiveness: The positive features of a place and its communities which contribute to its special character and sense of place.

Local Nature Reservations: Local Nature Reserves (LNRs) are for both people and wildlife. They offer people special opportunities to study or learn about nature or simply to enjoy it. All district and county councils have powers to acquire, declare and manage LNRs. To qualify for LNR status, a site must be of importance for wildlife, geology, education or public enjoyment. Some are also nationally important Sites of Special Scientific Interest. LNRs must be controlled by the local authority through ownership, lease or agreement with the owner. The main aim must be to care for the natural features which make the site special.

Local Plan: Documents within the Local Planning Framework that have development plan status. In Warrington, the key document at the heart of the the Local Planning Framework is the Core Strategy. All Local Plans must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development management decisions must be made in accordance with them unless material considerations indicate otherwise.

Local Plan Core Strategy: A Local Plan document that sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision.

Local Plan Proposals Map: The Local Plan Proposals Map explains geographically the adopted policies and proposals of the Local Planning Framework. The adopted Proposals Map reflects the most up-to-date spatial plan for the District and so is revised when new policies and proposals are adopted.

Local Planning Framework: This is a non-statutory term used to describe a set of documents, which includes all the local planning authority's Local Plans. A Local Planning Framework is comprised of:

- Local Plans (which form part of the statutory development plan)
- Supplementary Planning Documents

The Local Planning Framework will also comprise of other local development documents:

- the Statement of Community Involvement
- the Local Development Scheme
- the Annual Monitoring Report

Local Strategic Partnership (LSP): An overall partnership of people that brings together organisations from the public, private, community and voluntary sector within a local authority with the objective of improving peoples quality of life. In Warrington this body is called the Warrington Partnership.

Local Transport Plan (LTP): A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.

Local Wildlife Sites: There are currently a number of different terms in use to describe Local Wildlife Sites, including Sites of Importance for Nature Conservation (SINCs), Sites of Nature Conservation Importance (SNCIs) and County Wildlife Sites. Local Wildlife Sites are usually selected within a local authority area and this process is often managed by the local Wildlife Trust together with representations of the local authority and other local wildlife conservation groups. They support both locally and nationally threatened wildlife and many sites will contain habitats and species that are priorities under the county or UK Biodiversity Action Plans (BAPs).

Mitigation: Involves taking action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

National Planning Policy Framework: The National Planning Policy Framework (NPPF) came into effect in March 2012 and sets out the Government's requirements for the planning system in the form of a statement of national policy which aims to achieve sustainable development through the preparation

of local plans and the management of development proposals by local planning authorities. The NPPF replaces all previously published Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs) except for PPS10 (Sustainable Waste Management) which is still relevant until replaced in due course by a National Waste Plan.

Natural Drainage: Drainage that occurs naturally, allowing surface water to percolate into the ground and to run directly to rivers and other watercourses, without relying on the provision of traditional piped systems.

Open Space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Pitch (with regards to Gypsies and Travellers): An authorised area of land which is generally home to one Gypsy and Traveller household. There is no one-size-fits-all with regards to the precise size of a pitch but as a general guide an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan (or two trailers), drying space for clothes, a lockable shed (for bicycles, wheelchair storage etc), parking space for two vehicles and a small garden area.

Permanent Pitch/Site (with regards to Gypsy and Traveller accommodation): An authorised pitch/site which provides a permanent base for long-stay use by residents of Travelling communities.

Place Making: Ensuring that the most sustainable sites are used for development and that the design process, layout structure and form provide a development that is appropriate to the local context and supports a sustainable community.

Planning & Compulsory Purchase Act 2004: "The Act" updates elements of the 1990 Town & Country Planning Act. It introduces;

- a statutory system for regional planning
- a new system for local planning
- reforms to the development control and compulsory purchase and compensation systems
- the removal of crown immunity from planning controls.

Planning Policy Statement (PPS): Issued by central Government. Sets out national land use policies in different areas of planning. Post introduction of the National Planning Policy Framework,all previous PPSs have now been superseded apart from PPS10: Waste Management.

Plot (with regards Travelling Showpeople): An authorised area of land which is generally home to one Travelling Showperson household. As well as dwelling units, Travelling Showpeople often keep their commercial equipment on a plot. There is no one-size-fits-all with regards to the precise size of a plot but as a rule of thumb one acre of land can accommodate ten showmen's caravans and accompanying vehicles and equipment. Sometimes plots are also referred to as a Showman's yard.

Public realm: This is the space between and within buildings that are publicly accessible, including streets, squares, forecourts, parks and open spaces.

Primary Road Network: Roads used for transport on a regional or county level, or for feeding in to the Strategic Road Network for longer journeys. Defined as roads that provide the most satisfactory route between places of traffic importance. The Primary Road Network includes the entirety of the Strategic Road Network. No roads classified lower than an A road should be included in the Primary Road Network. A roads on the Primary Road Network are coloured green on most maps, as opposed to the red of ordinary A roads. The Primary Road Network is constructed around a series of primary destinations - significant locations that are likely to attract traffic (examples locally of primary destinations are Warrington, Wigan, Widnes, Runcorn, St Helens, Leigh, Altrincham). A road on the Primary Road Network is known as a primary route.

Primary Shopping Area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Regional Planning Guidance (RPG): Old Style Regional Plan. Most former Regional Planning Guidance is now considered RSS and forms part of the Local Planning Framework.

Regionally Important Geological Sites (RIGs): Government guidance uses the term Local Sites for these non-statutory sites, as distinct from the Sites of Special Scientific Interest which are protected by government statute. In England they are often called **Local Geological Sites**.

Regional Spatial Strategy (RSS): Part of the Local Planning Framework. Identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal.

Registered Providers: Replaces the old definition of Registered Social Landlord ("RSL") which has been replaced with the concept of registered providers of social housing. All providers of social housing will now be listed on a register and will become a "registered provider".

Renewable and Low-carbon Energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Scheduled Monuments - Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and archaeological Areas Act 1979.

Setting of a Heritage Asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance of Heritage Assets: The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Sites of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Skills Shops: Skills shops offer a service to help people improve their career prospects or get a qualification. Also may be known as 'Work Clubs' or 'Can do Clubs'.

Small-scale, low-impact infill development: What does or does not constitute this form of development will ultimately be determined on a case by case basis through an evaluation of the site in the context of its immediate locality and wider settlement within which it is located. An 'infill' opportunity is generally regarded as a small gap in an existing otherwise built up frontage or the rounding off of an existing settlement boundary. With regards to impacts, consideration will be afforded to the effect of the proposal on the street scene, character and amenity of the area as well as any pressures placed on physical and social infrastructure.

Spatial Objectives: Specific goals that if met will contribute to achieving the Spatial Vision.

Specialist Housing Need:A proven need for a form or type of house that is specifically catered at meeting a niche or specialist housing demand. Can include housing specifically catered for the elderly, those with disabilities or vulnerable members of the community.

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Statement of Community Involvement (SCI): sets out the standards to be achieved by the local authority in involving local communities in the preparation, alteration and continual review of Local Development Documents and development management decisions.

Strategic Environmental Assessment (SEA): A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic Flood Risk Assessment (SFRA): Part of the Local Planning Framework evidence base. A detailed and robust assessment of the extent and nature of the risk of flooding in an area and its implications for land use planning. Can set the criteria for the submission of planning applications in the future and for guiding subsequent development control decisions.

Strategic Green Links: Strategic Green Links connect the borough to the wider sub-region. These include:

- The Bridgewater Canal;
- The Mersey Valley;
- The River Bollin;
- Sankey Valley Park and St. Helens Canal; and
- The Transpennine Trail.
- Bold Forest Park

Strategic Housing Land Availability Assessment (SHLAA): Part of the Local Planning Framework evidence base. The document looks to identify sites with potential for housing, assess their potential and assess whether they are likely to be developed in order to identify a five, ten and fifteen year supply of housing for an area.

Strategic Housing Market Assessment (SHMA): Part of the Local Planning Framework evidence base. The document estimates need and demand for affordable and market housing and assesses how this varies across the study area. The document also considers future demographic trends and resulting housing requirements.

Strategic Location(s): Locations that are of importance to the Overall Spatial Strategy either by being a focus of development over the plan period or by being considered for possible future development in the medium to longer term to meet identified needs and avoid the release of Green Belt land

Strategic Objectives: The strategic objectives outline the general policy directions that need to be pursued in order to realise the vision.

Strategic Opportunity: A number of strategic opportunities have been identified. These locations present important opportunities to contribute to economic growth and other development needs both within and beyond the plan period. Their importance may significantly increase over the Local Plan Core Strategy period.

Strategic Road Network: The highway network which the Highways Agency operate, maintain and improve on behalf of the Secretary of State for Transport. In the Warrington area this represents the entirety of the M6, M62 and the M56 motorways. Any road on the Strategic Road Network is known as a trunk road.

Strategic Vision: A description of how Warrington will look and function at the end of the plan period (2027).

Super Output Areas (SOA): A statistical area defined by the Office for National Statistics, designed for the collection and publication of small area statistics.

Supplementary Planning Document (SPD): Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Supplementary Planning Guidance (SPG): provided supplementary information in respect of the policies in the Unitary Development Plan prior to the Planning and Compulsory Purchase Act 2004 and the introduction of Supplementary Planning Documents. SPGs can be saved when linked to policy under transitional arrangements.

Sustainable Community Strategy (SCS): A strategy prepared by a Local Strategic Partnership that would include local authority representatives to help deliver local community aspirations, under the Local Government Act 2000.

Sustainability Appraisal (SA): A requirement of the Planning and Compulsory Purchase Act 2004. A process by which the economic, social and environmental impacts of a project, strategy or plan are assessed. The aim of the process is to minimise adverse impacts and resolve as far as possible, conflicting or contradictory outcomes of the plan or strategy. Can incorporate Strategic Environmental Assessment to fulfil the requirements of the SEA Directive.

Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Drainage System (SuDS) - An alternative approach to the traditional ways of managing runoff from buildings and hardstanding. SuDS can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.

Sustainable Locations: Locations of development that enable communities to access basic services in the surrounding areas without the reliance on unsustainable modes of transport.

Sustainable Transport Modes: Any means of transport with low impact on the environment, including walking and cycling, green or low emission vehicles, car sharing and public transport.

Town Centre: Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transit Pitch/Site (with regards to Gypsies and Travellers): An authorised pitch/site which provides a short-term home for Travelling communities when transient for reasons of work, leisure or culture. Such sites generally have a maximum period of stay.

Unitary Development Plan (UDP): An old-style development plan prepared by the Council. Warrington's UDP was adopted in January 2006 and will be replaced by the Local Plan Core Strategy when adopted.

Vertical Drinking: Bars with cheap drink, limited seating and little food provision

Visions: The Local Plan Core Strategy contains a series of visions which relate to thematic issues and specific places. Each of these visions sets out how each issue or place is expected to change over the plan period and is followed by a number of strategic objectives which outline the general policy directions that need to be pursued in order to realise the vision.

Warrington's Transport Network: The network of transport infrastructure and services in Warrington includes but is not limited to:

- All roads and highways in the borough including the Strategic Road Network and Primary Road Network, Principal 'A', 'B', 'C' and Unclassified roads and Public Rights of Way.

- Heavy rail lines providing connections for passengers and freight to destinations within and outside the borough.
- Heavy rail stations located at Warrington Bank Quay, Warrington Central, Birchwood, Sankey for Penketh, Glazebrook and Padgate.
- Street lighting, signage and other street furniture.
- Structures and bridges.
- ManchesterShip Canal providing access to water-borne freight.
- Public transport interchanges and bus stops.
- A network of permissive cycleways and pedestrian routes.
- Publicly available car parks in town and district centres.
- Publicly available cycle parking.
- Bus and rail services provided by public transport operators (commercial and supported).

Wildlife Corridors: Areas of habitat connecting wildlife populations.

Appendix 2 Biodiversity Designations

European Sites of International Importance (Special Areas of Conservation)
Holcroft Moss
Risley Moss
Rixton Claypits

Sites of Special Scientific Interest (SSSI)
Holcroft Moss
Risley Moss
Rixton Claypits
Woolston Eyes

Regionally Important Geological Sites (RIGs)
Lymm Dam
Stockton Heath Rifle Range Quarry
The Dingle

Local Nature Reserves
Colliers Moss
Paddington Meadows
Risley Moss
Rixton Claypits

Local Wildlife Sites
Appleton Reservoir
Bewsey Tip
Bog Rough
Burtonwood Moss
Croft Grasslands
Dennow Wood
Eleven Acre Common
Gatewarth Landfill Site
Gemini Washlands
Gorse Covert Mounds & Pestfurlong Moss
Grappenhall Heys (Part 1)
Grappenhall Heys (Part 2)
HeatleyLake
HeatleyLake (Pond)
Helsdale Wood & Newhey's Plantation
Hitchfield Wood
Houghton Green Pool
Ladies Walk Wood
Latchford Railway Sidings
Little and Big Moss Woods (Part 1)
Little and Big Moss Woods (Part 2)
Little and Big Moss Woods (Part 3)
Lymm Dam Complex
Mary Ann Plantation
MooreBridge and Canal
Moore Grasslands
Paddington Meadows
Rixton Brickworks (North)
Rixton Brickworks (South)
Rows Wood
St Helens Canal (East)
St Helens Canal (West)
Statham Ox-Bow
Stockton Heath Quarry
Stretton Moss
The Bongs and the Gorse
The Dingle and Ford's Rough
The Twiggeries
Thelwall Meadow
Twenty Acre Wood
Upper Mersey Estuary
Walton Locks
Westy Point
Woolston Moss
Woolston New CutCanal

Wildlife Corridors
Mersey Valley
Sankey Valley

Appendix 3 Historic Assets

Statutory Listed Buildings

Name	Address	Grade
	103 Cinnamon Lane, Fearnhead	II
Barn	103 Cinnamon Lane, Fearnhead	II
Fearnhead House	Fearnhead House, Cinnamon Lane, Fearnhead	II
The Close	The Close, Cinnamon Lane, Fearnhead	II
Paddington Grange	447 Manchester Road, Fearnhead	II
Stables to Paddington Grange	447 Manchester Road, Fearnhead	II
	2,4 Mead Road, Fearnhead	II
Christ Church	Christ Church, Station Road, Fearnhead	II
Causeway Bridges Farmhouse	Causeway Bridges Farm, Alder Lane, Burtonwood	II
Bewsey Old Hall	Bewsey Farm Close, Burtonwood	II*
Bewsey Old Hall Farmhouse	Bewsey Farm Close, Burtonwood	II
Sankey Viaduct over Sankey Brook (that part in Warrington district)	Bradley Lane, Burtonwood	I
Bradlegh Old Hall	Bradley Lane, Burtonwood	II
Gatehouse to Bradlegh Old Hall	Bradley Lane, Burtonwood	II*
Church of St Michael and All Angels	Chapel Lane, Burtonwood	II
Barrow Farmhouse	Kenyon Lane, Croft	II
Christ's Church	Lady Lane, Croft	II
Church of St Lewis	Mustard Lane, Croft	II
St Lewis Presbytery	Mustard Lane, Croft	II
Well in garden	119 Mustard Lane, Croft	II
Eaves Brow Farmhouse	Eaves Brow Farm, Spring Lane, Croft	II
Springfield Farmhouse	Springfield Farm, Spring Lane, Croft	II
Newchurch Old Refectory	Warrington Road, Croft	II
Wigshaw House	Wigshaw Lane, Croft	II
Croft Parish Council Community House	Delenty Drive, Birchwood	II
Barn adjoining Croft Parish Council Community House	Delenty Drive, Birchwood	II
Kenyon Hall (Leigh Golf Club)	Broseley Lane, Culcheth	II
Lodge at Kenyon Hall and adjacent gate piers	Broseley Lane, Culcheth	II
Holcroft Hall	Hey Shoot Lane, Glazebury	II*
North Barn at Hurst Hall	Hurst Lane, Glazebury	II*
The Church of All Saints	Warrington Road, Glazebury	II
Brookhouse Farmhouse	67 Wigshaw Lane, Culcheth	II
Speakman House	Warrington Road, Glazebury	II
Bridge Stores	2 Bellhouse Lane, Grappenhall	II
Church Lane Bridge	Church Lane, Grappenhall	II
Halfacre Lane Aqueduct	Halfacre Lane, Thelwall	II
Lumb Brook Bridge	Lumb Brook Road - Boundary lines with Appleton, Stockton Heath & Grappenhall	II
Lumb Brook Bridge (an aqueduct)	Lumb Brook Road - Boundary lines with Appleton, Stockton Heath & Grappenhall	II
Church of St Wilfrid	Church Lane, Grappenhall	I
Sundial in St Wilfrid's Churchyard	Church Lane, Grappenhall	II
Stocks at entrance to St Wilfrid's Churchyard	Church Lane, Grappenhall	II
Church Cottage East and West	Church Lane, Grappenhall	II
Grappenhall Rectory	Church Lane, Grappenhall	II
Pair of Gatepiers to yard of Rectory	Church Lane, Grappenhall	II
The Hall with gates and forecourt walls	Church Lane, Grappenhall	II
Thelwall Heys	Cliff Lane, Grappenhall	II
Ivy Cottage	Ferry Lane, Thelwall	II
Thelwall Old Hall	Ferry Lane, Thelwall	II
Old Village Farm, Barn & Shippon	Ferry Lane, Thelwall	II
	2, 4 Laurel Bank	II
Beech House & Beech Cottage	Lymm Road, Thelwall	II
Old Hall Farmhouse	Lymm Road, Thelwall	II
Chaigeley School	Lymm Road, Thelwall	II
Home Farmhouse	Stockport Road, Thelwall	II
Former threshing barn, cartshed, stables	Stockport Road, Thelwall	II
Milepost	Stockport Road, Thelwall	II
Church of All Saints	Thelwall New Road, Thelwall	II
Pickering Arms Inn	Bell Lane, Thelwall	II
K6 Telephone Kiosk	Bell Lane, Thelwall	II
Church of St Mary	Liverpool Road, Great Sankey	II
Sundial SE of Porch at St Mary's Churchyard	Liverpool Road, Great Sankey	II
Milestone	Liverpool Road, Great Sankey	II
Sankey Railway Station	Station Road, Great Sankey	II
Hatton Arms Inn / Hatton Post Office / Village Store	Warrington Road / Hatton Lane, Hatton	II

Statutory Listed Buildings

Name	Address	Grade
Hatton Hall	Warrington Road, Hatton	II
	1 - 7 Arley Grove, Lymm	II
Bridge at Lymm Dam	The Avenue, Lymm	II
	8 Booths Lane, Lymm	II
Milepost	Booths Hill Road, Lymm	II
Barsbank Lane Aqueduct	Barsbank Lane, Lymm	II
Bridgewater Street Aqueduct	Bridgewater Street, Lymm	II
Covered Canal Dock	Henry Street, Lymm	II
	16 Bridgewater Street, Lymm	II
Lloyds Bridge	Oughtrington Lane / Oughtrington Crescent, Lymm	II
Case to Waterpoint Agden Bridge	Spring Lane, Lymm	II
Burford Lane warehouse and house attached	Burford Lane, Lymm	II
Burford Lane Aqueduct	Burford Lane, Lymm	II
Grantham's Bridge	off Stage Lane, Lymm	II
Fourways and Brookfield	16 - 18 Brookfield Road, Lymm	II
Farmhouse	Burford Lane, Lymm	II
Barn, Granary and Shippon	Burford Lane, Lymm	II
Stables and Cartshed	Burford Lane, Lymm	II
	11 - 19 Church Road, Lymm	II
Brookfield House	29 Church Road, Lymm	II
Bridge to Lymm Dam	Church Road, Lymm	II
St Mary's the Virgin Church	Church Road, Lymm	II
Lymm Cross	The Cross, Lymm	I
Lymm Stocks	The Cross, Lymm	II
Wall / Archway, Dane Bank House	Dane Bank Road, Lymm	II
Former Dane Bank House	17 - 21 Mill Bank, Lymm	II
Pigeon House	Mill Bank, Lymm	II
Old Coach House	12 Mill Bank, Lymm	II
With screen wall / Railings	1 Lymm Bridge, Lymm	II
	1a - 3 Lymm Bridge, Lymm	II
	1 New Road, Lymm	II
Trenance House	Eagle Brow, Lymm	II
	5 - 13 The Grove, Lymm	II
	127 Higher Lane, Lymm	II
Icehouse at Wildersmoor	181 Higher Lane, Lymm	II
Well at Wildersmoor	181 Higher Lane, Lymm	II
Wildersmoor Hall Farmhouse	Higher Lane, Lymm	II
Barn at Wildersmoor Hall Farmhouse	Higher Lane, Lymm	II
Water Tower	Tower Lane, Lymm	II
Mounting Block	Higher Lane, Lymm	II
Rivington Cottage	HigherLane, Lymm	II
Grammar School	Lymm High School, Oughtrington Lane, Lymm	II
Lodge to Grammar School	24 Oughtrington Lane, Lymm	II
St Peter's Church	Oughtrington Lane, Lymm	II
Lymm Hall	Rectory Lane, Lymm	II*
Bridge over Moat to Lymm Hall and adjacent Moat Walls	Rectory Lane, Lymm	II
Moat House	Rectory Lane, Lymm	II
Tanyard Farmhouse	88 Rushgreen Road, Lymm	II
Coach House at the Nook	10 Stage Lane, Lymm	II
Nook, Pump and Trough	10 Stage Lane, Lymm	II
Statham Lodge	Warrington Road, Lymm	II
	90 Warrington Road, Lymm	II
L Shaped Barn at Penketh Hall	Hall Nook, Penketh	II
Penketh Hall	Hall Nook, Penketh	II
Moore Lane Bridge	Lapwing Lane, Penketh	II
Wright's Green House	Lumb Brook Road, Appleton	II
Wright's Green Cottage	Lumb Brook Road, Appleton	II
Laurel Cottage and attached unoccupied cottage	Pepper Street, Appleton	II
Cross Cottages	Pepper Street, Appleton	II
Appleton Cross (base)	Stretton Road, Appleton	II
School Farm Farmhouse	Stretton Road, Appleton	II
Church of St Cross	Stretton Road, Appleton	II
Yew Tree Farmhouse	Yew Tree Lane, Appleton	II
Beehive Farmhouse	Barleycastle Lane, Appleton	II
Shippon at Booth's Farm	Barleycastle Lane, Appleton	II
Booth's Farm Farmhouse	Barleycastle Lane, Appleton	II
Barleycastle Farmhouse	Barleycastle Lane, Appleton	II
Greenbank	Canal Side, Grappenhall	II
Bridge Cottage	166 London Road, Appleton	II

Statutory Listed Buildings

Name	Address	Grade
Acton Grange Bridge	Bye Lane, Walton	II
Thomason's Bridge over Bridgewater Canal	Runcorn Road, Walton	II
Aqueduct carrying the Bridgewater Canal	Chester Road, Walton	II
Walton Bridge	Warrington Road, Walton	II
	140 - 146 Old Chester Road, Walton	II
	138 - 138a Old Chester Road, Walton	II
Village Hall & attached Dwelling (134) and Railing to forecourt	134 Old Chester Road, Walton	II
	131 - 133 Old Chester Road, Walton	II
	135 Old Chester Road, Walton	II
	3 - 5 Walton Lea Road, Walton	II
	1 Walton Lea Road, Walton	II
Lychgate to Church of St John the Evangelist	Old Chester Road, Walton	II
Church of St John the Evangelist	Old Chester Road, Walton	II
Walton Hall Lodge	Chester Road, Walton	II
Gates, Gate Piers and Screens at Walton Hall Lodge	Chester Road, Walton	II
Holly Lodge	10 Froghall Lane, Warrington	II
Walton Hall	Walton Lea Road, Walton	II
Bridge House	Walton Lea Road, Walton	II
Walton Lea Bridge	Walton Lea Road, Walton	II
Walton House	152 Walton New Road, Walton	II
Pool Cottage	33 Chester Road, Walton	II
Brook House	99 Whitefield Road, Stockton Heath	II
Red Lane Bridge	Red Lane, Appleton/Stockton Heath	II
Wallcroft	Warren Drive, Appleton	II
St Thomas Vicarage	Walton Road, Stockton Heath	II
Milestone	Victoria Square, Stockton Heath	II
Police Station	Victoria Square, Stockton Heath	II
Mulberry Tree Hotel	Victoria Square, Stockton Heath	II
The Red Lion Inn	London Road, Stockton Heath	II
	12 - 20 London Road, Stockton Heath	II
Church of St Thomas	London Road, Stockton Heath	II
The Cottage	Grappenhall Road, Stockton Heath	II
	3 - 9 China Lane, Warrington	II
	383 Wilderspool Causeway, Warrington	II
Greenalls Brewery	Wilderspool Causeway, Warrington	II
Saracens Head PH	Wilderspool Causeway, Warrington	II
Stables to rear of Saracens Head	Wilderspool Causeway, Warrington	II
	98 - 100 Wilderspool Causeway, Warrington	II
St James' Church	Wilderspool Causeway, Warrington	II
Tanyard Farm Building	Tan House Cottage / Tan House Barn & Hunters Moon Barleycastle Lane, Appleton	II*
Obelisk	off London Road, Appleton	II
Daintith's Farmhouse, including former Dairy Wing	Park Lane, Appleton	II
Threshing Barn at Daintith's Farm	Park Lane, Appleton	II
Great Shepcroft Farmhouse	Shepcroft Lane, Appleton	II
Former Barn at Stretton House	Northwich Road, Stretton	II
Stretton House	Northwich Road, Stretton	II
Wallspit (Hollow Tree PH)	Tarporley Road, Stretton	II
Stable at Wallspit	Tarporley Road, Stretton	II
Fir Tree House	Tarporley Road, Stretton	II
Stretton Hall (formaly listed as Old Hall)	Hall Lane, Stretton	II
Tanyard Farmhouse	Well Lane, Stretton	II
Church of St Mathew	Stretton Road, Stretton	II
Premises of Gorden Sheds	Mill Lane, Winwick	II
Church House Farmhouse	Golborne Road, Winwick	II
Church of St Oswald	Golborne Road, Winwick	I
The Manor House	5 Golborne Road, Winwick	II
Milestone	Newton Road, Winwick	II
R.C. Church, Winwick Psychiatric Hospital	Hollins Lane, Winwick	II
Town Hall	Sankey Street Warrington	I
West Annexe	Town Hall, Sankey Street, Warrington	I
East Annexe	Town Hall, Sankey Street, Warrington	I
Gates, Piers & Lamps	Town Hall, Sankey Street, Warrington	II*
Borough Treasurer's Office and Bank House	88 Sankey Street, Warrington	II
Health Office	86 Sankey Street, Warrington	II
Education Office	84 Sankey Street, Warrington	II
	76 - 82 Sankey Street, Warrington	II
Holly House	73 Sankey Street, Warrington	II
G.P.O.	Springfield Street, Warrington	II

Statutory Listed Buildings

Name	Address	Grade
Fountain	Queens Gardens, Palmyra Square, Warrington	II
Memorial	Queens Gardens, Palmyra Square, Warrington	II
Post Office	101 A & B, Sankey Street, Warrington	II
	3 - 13 Springfield Street, Warrington	II
County Court	Palmyra Square, Warrington	II
Technical School	Palmyra Square, Warrington	II
Parr Hall	Palmyra Square, Warrington	II
	1 - 21 Palmyra Square, Warrington	II
	21 Bold Street, Warrington	II
	12 Bold Street, Warrington	II
Museum & Art Gallery	Bold Street, Warrington	II
	13 - 15 Suez Street, Warrington	II
	9 - 19 Bold Street, Warrington	II
	10 Egypt Street, Warrington	II
Unitarian Church	Cairo Street	II
Barclays Bank	25 Sankey Street, Warrington	II
National Westminster Bank	23 Sankey Street, Warrington	II
Holy Trinity Church	Sankey Street, Warrington	II*
3 x K6 Telephone Kiosk	Market Gate, Warrington	II
Former Woolworths Building	19 - 21 Sankey Street, Warrington	II
Former Fish Market	Market Place, Warrington	II
Barley Mow PH & Side Facade	Market Place, Warrington	II*
Blue Bell PH	Horsemarket Street Warrington	II
HSBC	11 - 13 Bridge Street, Warrington	II
	8 Bridge Street, Warrington	II
	2 - 4 Bridge Street, Warrington	II
	10 Bridge Street, Warrington	II
	12 - 14 Bridge Street, Warrington	II
	22 - 24 Bridge Street, Warrington	II
Former Barclays Bank	78 - 80 Bridge Street, Warrington	II
Lion Hotel	Bridge Street, Warrington	II
Feathers PH	94 Bridge Street, Warrington	II
	109 - 113 Bridge Street, Warrington	II
Oliver Cromwell Statue	Bridge Foot, Warrington	II
Old Academy	Bridge Street, Warrington	II
Friends Meeting House	Buttermarket Street, Warrington	II
Porters Ale House	78 Buttermarket Street, Warrington	II
	80 Buttermarket Street, Warrington	II
	82 - 84 Buttermarket Street, Warrington	II
St Mary's RC Church	Buttermarket Street, Warrington	II
	97 Buttermarket Street, Warrington	II
Old Town House	95 Buttermarket Street, Warrington	II
Building Dated 1817 (Corner of Naylor Street & Dial Street)	101 Buttermarket Street, Warrington	II
Bank House	2 - 4 Dial Street, Warrington	II
Vigo House / Gateway	6 Dial Street, Warrington	II
	25 - 31 Church Street, Warrington	II
	33 Church Street, Warrington	II
National School	51 Church Street, Warrington	II
Marquis of Granby PH	53 Church Street, Warrington	II
	55 Church Street, Warrington	II
General Wolfe (Now Flats)	78 - 84 Church Street, Warrington	II
	86 - 88 Church Street, Warrington	II
Cromwell House	Church Street, Warrington	II*
Ring O'Bells PH	Church Street, Warrington	II
Church House	Church Street, Warrington	II
	135 - 137 Church Street, Warrington	II
Gateway to Church of St Elphin's (Amended 15/08/1995)	Church Street, Warrington	II
St Elphin's Church (Amended 15/08/1995)	Church Street, Warrington	II*
Cobbles & Pavement to St Elphins Church (Amended 15/08/1995)	Church Street, Warrington	II
Prince of Wales PH (Former Theatre Tavern)	1 Winwick Street, Warrington	II
National Westminster Bank	7 Winwick Street, Warrington	II
	3 - 5 Winwick Street, Warrington	II*
Cheshire Lines Warehouse	Winwick Street, Warrington	II
Kings Head PH	Winwick Street, Warrington	II
The Boultings	Winwick Street, Warrington	II
Three Pigeons PH	35 - 37 Tanners Lane, Warrington	II
Presbytery to St Albans Church	Bewsey Street, Warrington	II

Statutory Listed Buildings

Name	Address	Grade
St Albans RC Church	Bewsey Street, Warrington	II
	93 Bewsey Street, Warrington	II
	63 - 67 Bewsey Street, Warrington	II
	39 - 49 Bewsey Street, Warrington	II
	51 - 61 Bewsey Street, Warrington	II
	72 - 74 Bewsey Street, Warrington	II
	1 Froghall Lane, Warrington	II
Ivy Lodge / Laburnum Villa	6 - 8 Froghall Lane, Warrington	II
	3 - 5 Bewsey Road, Warrington	II
	10 - 16 Bewsey Road, Warrington	II
Wall to St Paul's Church	Bewsey Road, Warrington	II
Offices of Williams Tarr & Co.	Lilford Street, Warrington	II
Youth Centre (St Albans)	Bewsey Road, Warrington	II
	115 - 117 Bewsey Road, Warrington	II
Bewsey Terrace	119 - 125 Bewsey Road, Warrington	II
St Ann's Church	Winwick Road, Warrington	II*
The Albion PH	Battersby Lane, Warrington	II
The Wheatsheaf PH (Now The Original Wire)	2 Orford Lane, Warrington	II
2 x K6 Telephone Kiosks	Sankey Street, Warrington	II
	25 - 29 Stanley Street, Warrington	II
K4 Telephone Kiosk	Bridge Foot, Warrington	II
Transporter Bridge	Bank Quay, Warrington	II*
Police Station and Courts	Arpley Street, Warrington	II
Hough's Bridge	Hough's Lane, Walton	II
Black Horse PH	272 Old Liverpool Road, Warrington	II
St Luke's Church	Old Liverpool Road, Warrington	II*
RC Church of the Sacred Heart	Old Liverpool Road, Warrington	II
	74 - 76 Greenalls Avenue, Warrington	II
	80 - 100 Greenalls Avenue, Warrington	II
	104 - 128 Greenalls Avenue, Warrington	II
Farmhouse	46 Marsh House Lane, Warrington	II
Cobbled Yard	Marsh House Lane, Warrington	II
Howley Footbridge	Nr Riverside Close, Warrington	II
Old Warps	Victoria Park, Knutsford Road, Warrington	II
Black Bear PH	502 Knutsford Road, Warrington	II
	562 - 568 Knutsford Road, Warrington	II
	55 Long Lane, Warrington	II
	57a - 59 School Road, Warrington	II
Orford Green Farmhouse	Vale Owen Road, Warrington	II
Barn to the East of Orford Green Farmhouse	Vale Owen Road, Warrington	II
Farm Cottages	1 - 3 Vale Owen Road, Warrington	II
	2 Westford Road, Warrington	II
Ivy House	Delph Lane, Winwick	II
Myddleton Hall Farmhouse	Delph Lane, Winwick	II
Myddleton Hall	Delph Lane, Winwick	II*
Lower Alder Root Farmhouse	Hollins Lane, Winwick	II
Woodhead Farmhouse	Parkside Road, Winwick	II
Barn to Woodhead Farm	Parkside Road, Winwick	II
St Oswald's Well	Parkside Road, Winwick	II
	3 Martinscroft Green, Woolston	II
Moss Edge Cottage / Clayton Cottage	Weir Lane, Woolston	II
The Church of St Peter	Weir Lane, Woolston	II
Hope Farmhouse	608 Warrington Road, Croft	II
Barn at Hope Farm	Warrington Road, Croft	II
Rixton Old Hall	Manchester Road, Rixton with Glazebrook	II
Pear Tree Farmhouse (Formerly Walnut Tree Farmhouse)	Chester Road, Walton	II
Baronet Farmhouse	Eastford Road, Warrington	II
Barns to Baronet Farm	1 - 8 Baronet Mews, Eastford Road, Warrington	II
Cobbled Yard to Baronet Farm	Eastford Road, Warrington	II
Orford Hotel, Outbuilding and Wall	Gorsey Lane, Warrington	II
Wall/Gates/Piers Kenyon Hall	Winwick Lane, Croft	II
Former 3 - 11 New Road	New Road, Lymm	II
Green Lane Farmhouse	Green Lane, Appleton	II
Cheshire Cheese	654 Knutsford Road, Warrington	II
Entrance Gates & Piers	School Road, Warrington	II
Farm Buildings to North of 57a & 59	School Road, Warrington	II
Retaining Wall, Balustrades & Steps between Lawn	Walton Hall, Walton Lea Road, Walton	II
Cottage to Lymm Hall	Rectory Lane, Lymm	II
	478 Knutsford Road (Formerly 484), Warrington	II

Statutory Listed Buildings

Name	Address	Grade
	3 - 5 Academy Place (Formerly 1 - 9 Academy Street), Warrington	II
Wilderspool House, attached garden wall and railing.	Wilderspool Causeway, Warrington	II
The Manor House	11 Mill Lane, Heatley, Warrington	II
Arbury Farmhouse	Arbury Lane, Winwick	II
Brookside Farmhouse	Farnworth Road, Penketh	II
St Marys RC Church	St Mary's Street, Warrington	II
	16 & 18 and 20 Bridge Street	II
	39-43 Bridge Street	II
	45 Bridge Street	II
St Helen's Church	Manchester Road, Rixton with Glazebrook	II
The Cottage (Formerly Bellhouse Farmhouse)	Bellhouse Lane, Grappenhall	II
Hollins Green War Memorial	Dam Lane, Rixton with Glazebrook	II
Milestone	90 Fearnhead Lane, Poulton with Fearnhead	II
Milestone	Manchester Road (South side)	II
Milestone	Manchester Road	II
Milestone	Manchester Road (South side)	II
Milestone	Golbourne Road (West side)	II
Milestone	Winwick Road (East side)	II
Mounting Block	Swan Green	II
War Memorial	St Marys Road (East side)	II
Milestone	Liverpool Road	II
Milestone	Newchurch Lane (East side)	II
Milestone	Warrington Road Opposite Rowe Farm	II
Milestone	Warrington Road (East side)	II
Milestone	Warrington Road (South side)	II
War Memorial	Lumb Brook Road Appleton Thorn	II
Milestone	A49 (East side)	II
Milestone	London Road (East side)	II
Milestone	London Road (East side) A49 Swing Bridge	II
Mounting Block	Chester Road (South side)	II
Hatton Arms K6 Telephone Kiosk	Hatton Lane, Hatton	II
Mounting Block	Liverpool Road (North Side), Great Sankey	II
Milestone	Manchester Road (South side)	II
Collins Green Farmhouse	3 Penkford Lane, Burtonwood	II
Glazebrook Station North Side	Glazebrook Lane, Rixton with Glazebrook	II
Glazebrook Station South Side	Glazebrook Lane, Rixton with Glazebrook	II
Thelwall War Memorial	Bell Lane, Grappenhall and Thelwall	II

Schedule of Buildings and Structures of Locally Important Architectural and Historic Interest (Locally Listed Buildings)

Name	Address	Parish
Nook Farmhouse & Barns	Arley Road	Appleton
Springside	Arley Road	Appleton
Hillfoot Farmhouse	Hough's Lane	Appleton
Hill Cliffe Baptist Church	Red Lane	Appleton
Wright's Green Cottage	Lumb Brook Road	Appleton
Patch Cottage	Lumb Brook Road	Appleton
Thorn Brow Farmhouse	Green Lane	Appleton
Lych Gate to Fox Covert Burial Ground	Firs Lane/ Windmill Lane	Appleton
War memorial	Lumb Brook Road	Appleton
Quarry Cottage	Quarry Lane	Appleton
Birchtree House	Off Red Lane	Appleton
Walnut Tree Farmhouse	Stretton Road	Appleton
Appleton Thorn Village Hall	Stretton Road	Appleton
Cabbage Cottage	40 Chapel Lane	Appleton
Thorn House (Appleton Thorn Vicarage)	Green Lane	Appleton
1 Cross Cottages	Pepper Street	Appleton
2 Cross Cottages	Pepper Street	Appleton
Cann Lane Farm House	Cann Lane	Appleton
Sandstone gateways and walls	By 171 London Road	Appleton
Persian Cottage & Cheriton Cottage	Lumb Brook Road	Appleton
Bramble Barn The Hurst	Off Firs Lane/ Park Lane	Appleton
Lanehurst Barn The Hurst	Off Firs Lane/ Park Lane	Appleton
Barn at Walnut Tree Farm	Stretton Road	Appleton
Memorial Cross St. Cross Church	Stretton Road	Appleton
Brook House	Cann Lane South	Appleton
Culeen House	Cann Lane South	Appleton
Lodge to Underclyffe House	171 London Road	Appleton
Sandstone piers and wall	London Road	Appleton
Hawthorne Cottage	Pepper Street	Appleton
Moss View Cottage	Pepper Street	Appleton
Hatton Farm Cottage/The Cottage	Pepper Street	Appleton
Quarry House	Quarry Lane	Appleton
London Bridge PH	163 London Road	Appleton
Rowe Farmhouse	Warrington Road	Birchwood
Heathfield House	Delenty Drive	Birchwood
Yew Tree Farm	Bold Lane	Burtonwood
Bewsey Lodge	Bewsey Farm Close	Burtonwood & Westbrook
Collins Green Farmhouse	Penkford Lane	Burtonwood & Westbrook
Memorial Lychgate to St Michaels Church	Chapel Lane	Burtonwood & Westbrook
Causey West Bridge	Alder Lane	Burtonwood & Westbrook
Chapel House Inn	Chapel Lane	Burtonwood & Westbrook
Callands Farm House	Ladywood Road	Burtonwood & Westbrook
Burtonwood Methodist Church	Phipps Lane	Burtonwood & Westbrook
Burtonwood Brewery building	Bold Lane	Burtonwood & Westbrook
Bankhouse Farm	Bold Lane	Burtonwood & Westbrook
Gates to Burtonwood Cemetery	Chapel Lane	Burtonwood & Westbrook
Youth Club - former Infant School	Jcn Clay Lane/Phipps Lane	Burtonwood & Westbrook
Old School House	23,Clay Lane	Burtonwood & Westbrook
Nursery formerly St.Paul of the Cross RC School	Mercer Street/Clay Lane	Burtonwood & Westbrook
Burtonwood Cottages	Pennington Lane	Burtonwood & Westbrook
Bewsey New Hall	By Shackleton Close, Old Hall	Burtonwood & Westbrook
	18 Lord Street	Croft
	143 Mustard Lane	Croft
Horse Shoe PH	Smithy Lane	Croft
Southworth Hall	Southworth Lane	Croft
		Croft
	54 Smithy Brow	Croft
The Plough Inn	Heath Lane	Croft
	115 Stone Pit Lane	Croft
Kenylo Bridge	Sandy Brow Lane	Croft
	60 and 62 New Lane	Croft
Highfield	Kenyon Lane	Croft
Heath House	Kenyon Lane	Croft
Turrett Hall	Stone Pit Lane	Croft
Beech Farm	93 Heath Lane	Croft
Former Croft County Primary School	Adj. 1 Croft Heath Gardens/Heath Lane	Croft
	18 Dam Lane	Croft
Fowl Farmhouse	Back Lane	Cuerdley
Upper Moss Side Farm	Moss Side Lane	Cuerdley
Lower Moss Side Farm	Lapwing Lane	Cuerdley

Schedule of Buildings and Structures of Locally Important Architectural and Historic Interest (Locally Listed Buildings)

Name	Address	Parish
Cross Lane Farmhouse	Widnes Road	Cuerdley
	1 Back Lane	Cuerdley
Newchurch Parish Hall	Common Lane	Culcheth & Glazebury
Lych Gate at Newchurch Parish Church	Church Lane	Culcheth & Glazebury
War Memorial o/s Newchurch Parish Church	Shaw Street/Church lane	Culcheth & Glazebury
Mile Stone opp.school	Newchurch Lane/Warrington Road	Culcheth & Glazebury
Milestone	Opp Rowe Farm, Warrington Road	Culcheth & Glazebury
Pack Horse Inn PH	Shaw Street/Bent Lane	Culcheth & Glazebury
Raven Inn PH	Hey Shoot Lane	Culcheth & Glazebury
Milestone	Warrington Road	Culcheth & Glazebury
Newchurch Parish Church	Church Lane	Culcheth & Glazebury
The Cottage	Bellhouse Lane	Grappenhal & Thelwalll
	3 Broad Lane	Grappenhall & Thelwall
	5 Broad Lane	Grappenhall & Thelwall
	7 Broad Lane	Grappenhall & Thelwall
	189 Chester Road	Grappenhall & Thelwall
	283 Chester Road	Grappenhall & Thelwall
Rams Head PH	Church Lane	Grappenhall & Thelwall
Parr Arms PH	Church Lane	Grappenhall & Thelwall
Birchfield	Church Lane	Grappenhall & Thelwall
Ingleside	Church Lane	Grappenhall & Thelwall
The Cottage	3 Church Lane	Grappenhall & Thelwall
	200 Knutsford Road	Grappenhall & Thelwall
	224a Knutsford Road	Grappenhall & Thelwall
Grappenhall Methodist Church	Knutsford Road	Grappenhall & Thelwall
	12 All Saint's Drive	Grappenhall & Thelwall
Bell Cottage	Bell Lane	Grappenhall & Thelwall
Dolphin Cottage	Bell Lane	Grappenhall & Thelwall
Ivy Cottage	Bell Lane	Grappenhall & Thelwall
Daichaidh	Bell Lane	Grappenhall & Thelwall
Pickering Cottage	Bell Lane	Grappenhall & Thelwall
The Little Manor PH	Bell Lane	Grappenhall & Thelwall
Redbarn Farmhouse	Off Cliffe Lane	Grappenhall & Thelwall
The Lodge to Thelwall Heyes	Cliffe Lane	Grappenhall & Thelwall
Romiley House	Ferry Lane	Grappenhall & Thelwall
School House	Gigg Lane	Grappenhall & Thelwall
Woodlands	Halfacre Lane	Grappenhall & Thelwall
The Lodge	Halfacre Lane	Grappenhall & Thelwall
White House	Stockport Road	Grappenhall & Thelwall
The Bridge House	Stockport Road	Grappenhall & Thelwall
Barn adj to The Bridge House	Stockport Road	Grappenhall & Thelwall
White Lane Farmhouse	Weaste Lane	Grappenhall & Thelwall
Cuerdon Lodge	44 Weaste Lane	Grappenhall & Thelwall
	1 Weaste Lane	Grappenhall & Thelwall
	114 Weaste Lane	Grappenhall & Thelwall
	202 Knutsford Road	Grappenhall & Thelwall
	204 Knutsford Road	Grappenhall & Thelwall
The Gables	Half Acre Lane	Grappenhall & Thelwall
	128 Weaste Lane	Grappenhall & Thelwall
2 Massey Hall Cottages	Weaste Lane	Grappenhall & Thelwall
The Lodge	Lumb Brook Road	Grappenhall & Thelwall
Barn at Manor House Farm	Cartridge Lane	Grappenhall & Thelwall
1 & 2 Woodside Cottages, formerly 'Thatched Cottages'	Knutsford Road	Grappenhall & Thelwall
The Willows	Knutsford Road	Grappenhall & Thelwall
Latchford Viaduct	Thelwall New Road	Grappenhall & Thelwall
Old part of Thelwall Massey School	Halfacre Lane	Grappenhall & Thelwall
Highfields	Off Weaste Lane	Grappenhall & Thelwall
Highfields Cottages	Off Weaste Lane	Grappenhall & Thelwall
Highfields Farmhouse	Off Weaste Lane	Grappenhall & Thelwall
Thelwall Post Office	Bell Lane	Grappenhall & Thelwall
1 & 3, Thelwall New Road	Thelwall New Road	Grappenhall & Thelwall
Stanny Lunt Bridge	Chester Road/Church Lane	Grappenhall & Thelwall
Bradley Hall	Off Cliff Lane	Grappenhall & Thelwall
Barn at Bradley hall	Off Cliff Lane	Grappenhall & Thelwall
Milestone	Euclid Ave/Chester Rd	Grappenhall & Thelwall
Thelwall Memorial	Bell Lane	Grappenhall & Thelwall
The Lodge East lodge to Grappenhall Heys	Opp.41 Broad Lane	Grappenhall & Thelwall
Mounting Block	Opp 165 Chester Road	Grappenhall & Thelwall
Milestone	Opp.Summerville Chester Road	Grappenhall & Thelwall
1 & 2 - Cottages	Church Lane	Grappenhall & Thelwall

Schedule of Buildings and Structures of Locally Important Architectural and Historic Interest (Locally Listed Buildings)

Name	Address	Parish
Mounting Block - opp. Springbrook P.H.	Jcn Chester Road/Knutsford Road	Grappenhall & Thelwall
Milepost	Opp. 210 Knutsford Road	Grappenhall & Thelwall
Red telephone box	o/s 92 Knutsford Road	Grappenhall & Thelwall
Former County School Annexe	Thelwall New Road	Grappenhall & Thelwall
Cobbled street area of Grappenhall Village	Church Lane o/s Rams Head P.H.	Grappenhall & Thelwall
Clay Bank Farmhouse	Broad Lane	Grappenhall & Thelwall
Pickerings Bridge	West of the Firs, Half Acre lane	Grappenhall And Thelwall
Holly House Farm	Park Road, adacent no.46	Great Sankey
Garden suburb	17-23 Penketh Road	Great Sankey
Northern part of Gt. Sankey CP School	Liverpool Road	Great Sankey
Southern part of Gt.sankey CP School	Liverpool Road	Great Sankey
War Memorial	St.Mary's Road	Great Sankey
	374 and 376 Liverpool Road	Great Sankey
Outbuildings to Whittle Hall Farm	Whittle Hall Road	Great Sankey
Whittle Hall Farm	Whittle Hall Road	Great Sankey
Mounting Block	opp. 219, Liverpool Road	Great Sankey
Cherry Tree Farmhouse	Burtonwood Road	Great Sankey
Sankey Bridge	Old Liverpool Road	Great Sankey
Crosfield Court	Haig Avenue	Great Sankey
Mounting Block	Jcn. Liverpool Road & 2, Clarence Avenue	Great Sankey
St. Marys Cemetery	St. Marys Road	Great Sankey
	372 Liverpool Road	Great Sankey
The Greenside	Goose Lane, opp. 49	Hatton
School House	10 & 12 Goose Lane	Hatton
Queasty Birch Hall	Off Summer Lane	Hatton
The Orchard, 1 New House Farm Cottages	Hatton lane	Hatton
2 New House Farm Cottages	Hatton Lane	Hatton
Holly Bank Cottage	Warrington Road	Hatton
Factory Cottage	Warrington Road	Hatton
Greenside farmhouse	Goose Lane	Hatton
1 & 2 New Cottages- East side of Hatton Lane	Hatton Lane	Hatton
Bobs Old Cottage & Newtons Cottage	Hatton Lane	Hatton
Pillmoss Farmhouse	Pillmoss Lane	Hatton
Blue Coat cottage & 4 New Cottage	Hatton Lane	Hatton
Goose Cottage	35 Goose Lane	Hatton
Hatton House	Hatton Lane	Hatton
Hatton Gate Farmhouse	Daresbury Lane	Hatton
	4 & 6 Booths Hill Road	Lymm
The Limes	11 Brookfield Road	Lymm
	20 Brookfield Road	Lymm
	3 & 5 Brookfield Road	Lymm
Lymm Library	Davies Way	Lymm
	38 Cherry Lane	Lymm
	21 and 23 Church Road	Lymm
	25 and 27 Church Road	Lymm
	31 Church Road	Lymm
Crouchley Hall Farmhouse	Crouchley Lane	Lymm
Deansgreen Hall	Off Crouchley Lane	Lymm
Beech Cottage	50 Eagle Brow	Lymm
	11 Eagle Brow	Lymm
Sunday School	Eagle Brow	Lymm
	1 Higher Lane	Lymm
	53 Higher Lane	Lymm
	12 Higher Lane	Lymm
Lymm Baptist Church	Higher Lane	Lymm
The Chestnuts	58 Higher Lane	Lymm
	66 Higher Lane	Lymm
	2 Maltmans Road	Lymm
	12 New Road	Lymm
	17 New Road	Lymm
	32 New Road	Lymm
Laurel Bank	27 New Road	Lymm
	37 Rectory Lane	Lymm
Reddish House	Reddish Lane	Lymm
	68 Rushgreen Road	Lymm
Lymm Hotel	Whitbarrow Road	Lymm
	68 Camsley Lane	Lymm
	80 Whitbarrow Road	Lymm
	7 and 9 Brookfield Road	Lymm

Schedule of Buildings and Structures of Locally Important Architectural and Historic Interest (Locally Listed Buildings)

Name	Address	Parish
	36 Cherry Lane	Lymm
Cherry Hall Farm	Cherry Lane	Lymm
	20 to 26 Church Road	Lymm
	6 The Dingle	Lymm
	4 The Dingle	Lymm
	2 Eagle Brow	Lymm
	23 Eagle Brow	Lymm
	25 Eagle Brow	Lymm
	4 Higher Lane	Lymm
	6 Higher Lane	Lymm
	8 Higher Lane	Lymm
	10 Higher Lane	Lymm
	68 Higher Lane	Lymm
	99 Higher Lane	Lymm
	97 Higher Lane	Lymm
	95 Higher Lane	Lymm
	93 Higher Lane	Lymm
	5 Lymm Bridge	Lymm
	7 Lymm Bridge	Lymm
	15 New Road	Lymm
	30 New Road	Lymm
Reddish Hall	Reddish Lane	Lymm
	1 The Square	Lymm
	1a The Square	Lymm
Wildersmoor Hall Farm	Higher Lane	Lymm
Cotebrook House	Oughtrington Lane	Lymm
Pool Bank Farm	Pool Lane	Lymm
Agden Bridge	Spring Lane	Lymm
2 Barns adjacent to Cheriton House	38, Booths Lane	Lymm
56 Booths Hill Road & 2, Barsbank Lane	56, Booths Hill Road & 2, Barsbank Lane	Lymm
Whitbarrow Aqueduct	Bridgewater Street	Lymm
Little Brookfield	13, Brookfield Road	Lymm
Former Lymm UDC Offices	Brookfield Road/Whitbarrow Road	Lymm
Congregational Church	Brookfield Road	Lymm
Gateway	Crouchley Lane	Lymm
Clouds Cottage	Crouchley Lane	Lymm
Cottage east of Clouds cottage	Crouchley Lane	Lymm
Former Stable to rear of Clouds Cottage	Crouchley Lane	Lymm
Dingle Bank	Dingle Bank Close	Lymm
Lamp post	Junction of Mill Lane & Birch Brook Road, Heatley	Lymm
Lymm Court (formerly Court House)	13, New Road	Lymm
Former Oughtrington School	Oughtrington Crescent	Lymm
Pool Farm	Pool Lane	Lymm
The Star Inn P.H.	Star Lane	Lymm
St. Peters Memorial Cross	Oughtrington Lane	Lymm
Milepost	Knutsford Road/Gallows Croft	Lymm
	2 Bridgewater Street	Lymm
No.29 Clinic (former P.H.)	Eagle Brow	Lymm
15/17 Pool Lane Cottages	Pool Lane	Lymm
11/13 Pool Lane Cottages	Pool Lane	Lymm
Former School now Community Centre	Opp.5 Warrington Road	Lymm
	13 Mill Lane	Lymm
Wildersmoor House	181 & 181a Higher Lane	Lymm
	26 New Road	Lymm
	71 Whitbarrow Road	Lymm
Old Chapel	Cherry Lane	Lymm
	10 Booths Lane	Lymm
No. 19 Railway Cottage	Whitbarrow Road	Lymm
The Jolly Thresher PH	Higher Lane	Lymm
1 to 4 Station Cottages	Station Road	Padgate
Padgate Rectory	Station road	Padgate
Padgate Station - northern building	off Station Road	Padgate
Padgate Station - southern building	Off Station Road/ Green Lane	Padgate
War Memorial	Off Station Road/Blackbrook Avenue	Padgate
Milestone	outside 90 Fearnhead Lane	Padgate
Padgate Methodist Church	Green Lane	Padgate
Ferry Inn	Fiddlers Ferry	Penketh
	19 Poplar Avenue	Penketh
Greenway	Well Lane	Penketh

Schedule of Buildings and Structures of Locally Important Architectural and Historic Interest (Locally Listed Buildings)

Name	Address	Parish
	27 to 33 Farnworth Road	Penketh
	1 and 3 Poplar Avenue	Penketh
Heathfield	32, Chapel Road/Ditchfield Road	Penketh
Community Centre (Old Quaker building)	Meeting Lane	Penketh
Penketh & Sankey British Legion	Greystone Road	Penketh
War Memorial	Greystone Road	Penketh
	42 Chapel Road	Penketh
	22 and 24 Chapel Road	Penketh
Wesleyan Day School	Chapel Road	Penketh
Milestone	144 Liverpool Road	Penketh
The Manna House	Warrington Road	Penketh
Milestone	opp 207 Warrington Road	Penketh
Greystone Cottage	101 Meeting Lane	Penketh
	89 Station Road	Penketh
Heath Cottage	100 Heath Road/ Harford Close	Penketh
Springfield House	516 Manchester Road	Poulton with Fearnhead
	34 Green Lane	Poulton with Fearnhead
	69 Green Lane	Poulton with Fearnhead
	71 Green Lane	Poulton with Fearnhead
Grange Mount	260 Padgate Lane	Poulton with Fearnhead
Padgate Junior & Infants School	Station Road	Poulton with Fearnhead
Beech Grove House	Newton Grove	Poulton with Fearnhead
Grove House	Newton Grove	Poulton with Fearnhead
Enfield Farmhouse	Tweedsmuir Close	Poulton with Fearnhead
Enfield Cottages	Tweedsmuir Close	Poulton with Fearnhead
Barn adjoining Enfield Cottages	Tweedsmuir Close	Poulton with Fearnhead
Houghton Mill Bridge	Cinnamon Lane North	Poulton with Fearnhead
Green Lane School	Green Lane	Poulton with Fearnhead
Central Building of School	Green Lane	Poulton with Fearnhead
The Farmers Arms PH	Fearnhead Lane	Poulton with Fearnhead
Yew Tree House	Warrington Road/Glaziers Lane	Risley
Railways Cottages	Dam Lane	Rixton with Glazebrook
Barn at Holly Bank Farm	Bridge Road, off Manchester Road	Rixton with Glazebrook
Holly Bank farmhouse - Mounting Block	Manchester Road	Rixton with Glazebrook
Former RC Church of St. Michael	3 Moss Side Lane	Rixton with Glazebrook
Holly Bush Farmhouse	30 Manchester Road	Rixton with Glazebrook
341-347 Manchester Road	Lane End	Rixton with Glazebrook
Mounting block	o/s Holly Bank Farmhouse	Rixton with Glazebrook
Mile Stone	opp.252 Manchester Road	Rixton with Glazebrook
Mile Stone	opp.24 Manchester Road by Moss Side Farm	Rixton with Glazebrook
The Old Smithy	Dam Lane	Rixton with Glazebrook
Cemetery	Dam Lane	Rixton with Glazebrook
The Black Swan P.H.	Jcn. Dam Lane/Manchester Road	Rixton with Glazebrook
Post Office	Opp.27 School Lane	Rixton with Glazebrook
The Old Vicarage	next to 52 School Lane	Rixton with Glazebrook
Milestone	507 Manchester Road	Rixton with Glazebrook
Village Shop	524/526 Manchester Road	Rixton with Glazebrook
Methodist Church	Chapel Lane / top School Lane	Rixton with Glazebrook
Mission House	Moat Lane	Rixton with Glazebrook
Mount Pleasant Farm	Glazebrook Lane	Rixton with Glazebrook
Railway Cottages	Glazebrook Lane	Rixton with Glazebrook
Ivy cottage	77 Dam Lane	Rixton with Glazebrook
	82 Ackers Road	Stockton Heath
	88 Ackers Road	Stockton Heath
	90 Ackers Road	Stockton Heath
	3 Grappenhall Road	Stockton Heath
Summerville Residential Home	Hill Top Road	Stockton Heath
2 Hill Top Cottage	Hunts Lane	Stockton Heath
Hill Crest	143 London Road	Stockton Heath
	44 Whitefield Road	Stockton Heath
	18 - 24 Walton Road	Stockton Heath
Old Telephone Exchange	35 Walton Road	Stockton Heath
	45 Grappenhall Road	Stockton Heath
	81a Grappenhall Road	Stockton Heath
	1 Hill Top Cottage	Stockton Heath
	101 Walton New Road	Stockton Heath
Old Mounting Block	Grappenhall Road/Lumbrook Road	Stockton Heath
Milestone	Grappenhall Road/Lumbrook Road	Stockton Heath
War Memorial	London Road/Ellesmere Road	Stockton Heath
Former Victoria Hotel & two adjoining shops	London Road/Grappenhall Road	Stockton Heath

Schedule of Buildings and Structures of Locally Important Architectural and Historic Interest (Locally Listed Buildings)

Name	Address	Parish
Milestone by Swing Bridge	Fairfield Road/London Road	Stockton Heath
Swing Bridge A49	London Road	Stockton Heath
The Hollies	2, Ackers Road	Stockton Heath
Elm Cottage	4, Ackers Road	Stockton Heath
	6 Ackers Road	Stockton Heath
	22 and 24 Ackers Road	Stockton Heath
	60/62/64 Chester Road	Stockton Heath
	124 Fairfield Road	Stockton Heath
Thorn Marine	London Road	Stockton Heath
Roberts Shoe Shop	44/46 London Road	Stockton Heath
	14 and 16 Parkgate Road	Stockton Heath
	69-75 Walton Road	Stockton Heath
	83-85 Walton Road	Stockton Heath
Lamp post	Rear of 10 Fairfield Road	Stockton Heath
Church	Adj. 40 Walton Road	Stockton Heath
Lamposts	Victoria Square	Stockton Heath
Rose Cottage	133 Fairfield Road	Stockton Heath
London Bridge	London Road	Stockton Heath
Methodist Church	Corner of Heath Street & Walton Road	Stockton Heath
	46 to 56 Walton Road	Stockton Heath
	66 to 76 Walton Road	Stockton Heath
Blacksmiths Forge	Victoria Place (to rear of PH)	Stockton Heath
	137 Fairfield Road	Stockton Heath
	37 Ackers Road	Stockton Heath
	39 Ackers Road	Stockton Heath
	84 Ackers Road	Stockton Heath
Lane End Farmhouse	Northwich Road	Stretton
Ashfield	Northwich Road	Stretton
Road Side Farm Building	London Road	Stretton
War Memorial St.Matthews Church	Stretton Road	Stretton
Tanyard Farmhouse	Well Lane	Stretton
Cat & Lion PH	Tarporley Road	Stretton
The Ship PH	Chester Road	Walton
Smithy House	Chester Road	Walton
	99 Chester Road	Walton
1 Walton Lea Cottage	Chester Road	Walton
The Lodge	Chester Road	Walton
	35 Chester Road	Walton
New Lodge	Houghs Lane	Walton
Stoneoaks Cottage	Thomasons Bridge Lane	Walton
Underbridge Cottages	Underbridge Lane	Walton
Rowswood Farmhouse	Park Lane	Walton
Wood Cottage	Park Lane	Walton
2 Cockfight Cottages	Runcorn Road	Walton
4 Cockfight Cottages	Runcorn Road	Walton
Porch House Farm	Runcorn Road	Walton
	7 Walton Lea Road	Walton
	13 Walton Lea Road	Walton
	2 Walton Lea Road	Walton
	1 Warrington Road	Walton
Rowswood Cottage	Warrington Road	Walton
2 Walton Lea Cottage	Chester Road	Walton
3 Walton Lea Cottage	Chester Road	Walton
	34 Chester Road	Walton
1 The Elms Cottages	Hobb Lane	Walton
2 The Elms Cottages	Hobb Lane	Walton
3 The Elms Cottages	Hobb Lane	Walton
Grange Mill House	Mill Lane	Walton
	9 Walton Lea Road	Walton
	11 Walton Lea Road	Walton
	105/105a Walton New Road	Walton
	107 Walton Road	Walton
Smithy converted to house	adjacent 136, Chester Road	Walton
North building in yard	Rear 134 Old Chester Road	Walton
Old tool shed of Walton Hall Estate	Chester Road/Walton Lea Road	Walton
Barn at Rowswood Farm	Walton Hall Estate, Park Lane	Walton
School converted to House	2, Runcorn Road	Walton
Old Mounting Block	Walton New Road/Chester Road	Walton
The Former Vicarage	Chester Road	Walton
War Memorial Cross	Jcn. Chester Road/Ellesmere Road	Walton

Schedule of Buildings and Structures of Locally Important Architectural and Historic Interest (Locally Listed Buildings)

Name	Address	Parish
Smithy House	136 Chester Road	Walton
Grange Green Manor	Mill Lane	Walton
Canal Farmhouse	Runcorn Road	Walton
Memorial - Walton Church	Chester Road	Walton
Milestone	o/s The Croft, Chester Road	Walton
The Walton Arms PH	Old Chester Road	Walton
Imperial PH	145 Bewsey Road	Warrington Unparished
	5 Bold Street	Warrington Unparished
Emmanuel Church	Bold Street	Warrington Unparished
St Austins Chambers	23 Bold Street	Warrington Unparished
	7 Bold Street	Warrington Unparished
	123 Bridge Street	Warrington Unparished
	83 & 85 Bridge Street	Warrington Unparished
	88 Bridge Street	Warrington Unparished
	90 & 92 Bridge Street	Warrington Unparished
Borough Arms PH	Buttermarket Street	Warrington Unparished
Lower Angel PH	Buttermarket Street	Warrington Unparished
	29 Cairo Street	Warrington Unparished
	34 - 38 Church Street	Warrington Unparished
	2 - 4 Froghall Lane	Warrington Unparished
The Hop Pole PH	Horsemarket Street	Warrington Unparished
The Brooklands PH	Lovely Lane	Warrington Unparished
Latchford Baptist Church	Loushers Lane	Warrington Unparished
Adelphi Vaults PH	88 - 90 Mersey Street	Warrington Unparished
	7 Museum Street	Warrington Unparished
	9 Museum Street	Warrington Unparished
	11 Museum Street	Warrington Unparished
	19 & 21 Museum Street	Warrington Unparished
Registry Office	Winmarleigh Street	Warrington Unparished
Blackburne Arms PH	Orford Green	Warrington Unparished
	51 & 53 Orford Green	Warrington Unparished
St Margarets Church	Orford Green	Warrington Unparished
Irish Club	Orford Lane	Warrington Unparished
The Hawthorne PH	Orford Lane	Warrington Unparished
The King & Queen PH	Padgate Lane	Warrington Unparished
	12 Ryland Street	Warrington Unparished
Manx Arms PH	31 School Brow	Warrington Unparished
Brickmakers PH	68 School Brow	Warrington Unparished
	1 Springfield Street	Warrington Unparished
Christ Church	Wash Lane	Warrington Unparished
St Johns United Reformed Church	Wilderspool Causeway	Warrington Unparished
	94 Wilderspool Causeway	Warrington Unparished
The Causeway PH	233 Wilderspool Causeway	Warrington Unparished
	39 Wilson Patten Street	Warrington Unparished
	41 Wilson Patten Street	Warrington Unparished
	43 Wilson Patten Street	Warrington Unparished
	45 Wilson Patten Street	Warrington Unparished
	47 Wilson Patten Street	Warrington Unparished
	49 Wilson Patten Street	Warrington Unparished
	51 Wilson Patten Street	Warrington Unparished
	20 Winmarleigh Street	Warrington Unparished
Masonic Hall	Winmarleigh Street	Warrington Unparished
The Appliance Centre	25 Winwick Street	Warrington Unparished
Greenwoods	27 Winwick Street	Warrington Unparished
The Lord Rodney PH	Winwick Street	Warrington Unparished
Red Lion PH	Winwick Road	Warrington Unparished
Wycliffe United Reformed Church	Edgeworth Street	Warrington Unparished
Warrington Community Care (Nurses Home)	8 Bewsey Road	Warrington Unparished
	125 Bridge Street	Warrington Unparished
	133 - 135 Bridge Street	Warrington Unparished
Wycliffe Memorial Hall	Edgworth Street	Warrington Unparished
	12 & 14 Friars Gate	Warrington Unparished
Sir Thomas Boteler High School	Grammar School Road	Warrington Unparished
	29 Horsemarket Street	Warrington Unparished
	31 Horsemarket Street	Warrington Unparished
	33 Horsemarket Street	Warrington Unparished
	35 Horsemarket Street	Warrington Unparished
	715 Knutsford Road	Warrington Unparished
Golden Lion PH	69 Knutsford Road	Warrington Unparished
	674 Knutsford Road	Warrington Unparished

Schedule of Buildings and Structures of Locally Important Architectural and Historic Interest (Locally Listed Buildings)

Name	Address	Parish
Osborne Terrace 688 to 694	Knutsford Road	Warrington Unparished
St Barnabas Church	Lovely Lane	Warrington Unparished
East Lodge (Warrington Cemetery)	Manchester Road	Warrington Unparished
West Lodge (Warrington Cemetery)	Manchester Road	Warrington Unparished
C of E Chapel (Warrington Cemetery)	Manchester Road	Warrington Unparished
Shelter & W.C. - Cemetery	Manchester Road/Padgate Lane	Warrington Unparished
Entrance Gates and Piers - Cemetery	Manchester Road/Padgate Lane	Warrington Unparished
Perimeter Wall to Cemetery	Manchester Road	Warrington Unparished
	1 Manchester Road	Warrington Unparished
	3 Manchester Road	Warrington Unparished
	5 Manchester Road	Warrington Unparished
	7 Manchster Road	Warrington Unparished
	9 Manchester Road	Warrington Unparished
Patten Arms Hotel	Parker Street	Warrington Unparished
St Benedicts RC Church	Rhodes Street	Warrington Unparished
	349 Wilderspool Causeway	Warrington Unparished
	351 Wilderspool Causeway	Warrington Unparished
	353 Wilderspool Causeway	Warrington Unparished
	355 Wilderspool Causeway	Warrington Unparished
	357 Wilderspool Causeway	Warrington Unparished
	359 Wilderspool Causeway	Warrington Unparished
	361 Wilderspool Causeway	Warrington Unparished
	363 Wilderspool Causeway	Warrington Unparished
	365 Wilderspool Causeway	Warrington Unparished
	367 Wilderspool Causeway	Warrington Unparished
	369 Wilderspool Causeway	Warrington Unparished
Crosfield Conservatory	Bank Park, rear of Town Hall	Warrington Unparished
War Memorial	Bridge Foot	Warrington Unparished
The Packet House P.H.	Bridge Street/Mersey Street	Warrington Unparished
The Higher Seven Stars P.H.	87, Bridge Street	Warrington Unparished
Railway Building	Broad Arpley Lane, off Bridge Foot	Warrington Unparished
2-10, Buttermarket Street	Market Gate	Warrington Unparished
	15 Cairo Street	Warrington Unparished
Former Palace Cinema	Friars Gate	Warrington Unparished
1-17, Raddon Place	Rear of Grange Avenue	Warrington Unparished
The Railway P.H.	686, Knutsford Road	Warrington Unparished
Co-op store (former cinema)	Lovely Lane	Warrington Unparished
Anzac War Memorial - Cemetery	Manchester Road/Padgate Lane	Warrington Unparished
Former School of Art-North Cheshire College	Museum Street	Warrington Unparished
Centre Sport - former gymnasium	Palmyra Square South	Warrington Unparished
67 and 69 Sankey Street	Sankey Street	Warrington Unparished
Central station	Winwick Street	Warrington Unparished
2-34 Horsemarket St. & 1-9 Buttermarket St.	Market Gate	Warrington Unparished
MSC Warehouse adjacent 131, Howley Lane	Howley	Warrington Unparished
Former Emmanuel Sunday School	School Street/Knutsford Road	Warrington Unparished
Latchford House	Knutsford Road near Powell Street	Warrington Unparished
Former Trustee Savings Bank	2, Rylands Street	Warrington Unparished
67 & 69, Sankey Street	Sankey Street	Warrington Unparished
Corner building Arpley Street	Junction of Wilson Patten St. & Arpley St.	Warrington Unparished
The British Aluminium Recreation Club	Grange Avenue	Warrington Unparished
Warrington Bridge	Bridge Foot/Bridge Street	Warrington Unparished
Former shop - Hepworths	Corner Market Gate & Bridge Street	Warrington Unparished
Friars Green Church	Cairo Street	Warrington Unparished
War Memorial	o/s Crosfields, Liverpool Road	Warrington Unparished
Oakwood Infants School	Oakwood Avenue	Warrington Unparished
Oakwood Junior School	Oakwood Avenue	Warrington Unparished
School Tower & Ancilliary Building	Oakwood Avenue	Warrington Unparished
110 -128	Bridge Street	Warrington Unparished
32-38 Facade	Bridge Street	Warrington Unparished
Garnett CWS Tower	Barbauld Street	Warrington Unparished
Rylands Old Pavilion Building	Gorsey Lane	Warrington Unparished
Woodbine Terrace	Grammar School Road	Warrington Unparished
The Laurels	Grammar School Road	Warrington Unparished
Ex-railway bridge	Knutsford Road	Warrington Unparished
Ex Baptist Chapel	Legh Street	Warrington Unparished
Crosfields Offices	Liverpool Road	Warrington Unparished
The Sloop P.H.	Liverpool Road	Warrington Unparished
Kendrick Building - Warrington Hospital	Lovely Lane	Warrington Unparished
St.Albans War Memorial	Bewsey Street	Warrington Unparished
Workhouse - General Hospital	Lovely Lane	Warrington Unparished

Schedule of Buildings and Structures of Locally Important Architectural and Historic Interest (Locally Listed Buildings)

Name	Address	Parish
Stone	Rear 19 Godfrey Street	Warrington Unparished
Stone	Rear 60 Gorsey Lane	Warrington Unparished
Stone	Rear 88 Gorsey Lane	Warrington Unparished
Orford Hall Gatepiers	Orford Avenue	Warrington Unparished
Latchford Conservative Club	St.Marys Street Latchford	Warrington Unparished
Central House	Central Way/Winwick Street	Warrington Unparished
Beamont School	O'Leary Street	Warrington Unparished
Boundary Wall to Peninsula Barracks	O'Leary Street	Warrington Unparished
122 to 126	Bridge Street	Warrington Unparished
Barns at Ford Farm	Eastford Road	Warrington Unparished
Richard Fairclough School - formerly	Wash Lane/Halla-Way	Warrington Unparished
Bolton Council School	Longdin Street	Warrington Unparished
Alderman Bolton Infant School	Longdin Street	Warrington Unparished
Brook House	Grammar School Road	Warrington Unparished
Former Vicarage	86 Orford Avenue	Warrington Unparished
	43 to 51 Sankey Street	Warrington Unparished
	2 to 6 Egypt Street	Warrington Unparished
Insurance House	13 Arpley Street	Warrington Unparished
	14 to 32 Buttermarket Street	Warrington Unparished
The Swan Hotel	Golborne Road	Winwick
The Elms	4 Golborne Road	Winwick
	17 Golborne Road	Winwick
The Plough PH	Mill Lane	Winwick
	14 Radley Lane	Winwick
The Cottage	Parkside Road	Winwick
Farm buildings	Delph Lane	Winwick
Barn at rear of Coachmans Cottage	Delph Lane	Winwick
Southern Waterworks Cottage	Waterworks Lane	Winwick
Northern Waterworks Cottage	Waterworks Lane	Winwick
1 & 2 Waterworks cottages	Delph Lane	Winwick
2, Waterworks Cottage	Delph Lane	Winwick
Cross/Memorial outside St.Oswalds Church	Newton Road	Winwick
Old Mounting block outside St.Oswalds Church	Newton Road	Winwick
Church Walk Cottages	Church Walk	Winwick
Former Methodist Chapel	Golborne Road, next to 37	Winwick
The Hermit Inn P.H.	Golborne Road	Winwick
Rose Mount Terrace	Golborne Road, next to Hermit Inn	Winwick
Cop Holt Cottages	Newton Road	Winwick
Newton Road Cottages	Newton Road	Winwick
Pipers Hole Cottage	Parkside Road	Winwick
Monk House	Parkside Road	Winwick
Coach house	Rear of Swan Hotel, Golborne Road	Winwick
Boundary Wall	Pilgrim Close o/s no.6	Winwick
Gerosa Avenue	off Golborne Road	Winwick
Former cellar to Pipers Hall	off Golborne Road	Winwick
Former Winwick Hospital boundary walls and gate piers	Winwick Road	Winwick
Hospital houses and cottages	Hollins Lane	Winwick
Winwick Hall (Hollins Park Hospital)	Off Hollins Lane	Winwick
Old part Winwick Primary School	Myddleton Lane	Winwick
Old Rectory	Rectory Lane	Winwick
Oven Back Farm	Winwick Lane	Winwick
The Terrace	Myddleton Lane	Winwick
Milestone	Golborne Road o/s no.10	Winwick
Milestone	o/s no.87 Winwick Road	Winwick
Lodge	Delph Lane	Winwick
No.4	Hollins Drive	Winwick
Coachmans Cottage	Delph Lane	Winwick
C of E Mission School	Warren Lane	Woolston
War Memorial	Weir Lane	Woolston
Milestone	Manchester Road/ Redwood Close	Woolston
Woolston Lodge	Weir Lane	Woolston

Scheduled Ancient Monuments

Name	Address
Bank Quay Transporter bridge	Bank Quay
Barrow Old Hall moated site	Barrow Hall Lane, Great Sankey
Bewsey Old Hall moated site, fishpond and connecting channel	Sankey Valley Park, Bewsey
Bradlegh Old Hall fishpond	Bradley Lane, north of Lumber Lane , Burtonwood
Bradlegh Old Hall moated site	Bradley Lane, north of Lumber Lane , Burtonwood
Bradley Hall moated site	South of Grappenhall Lane/Cliffe Lane junction, Appleton
Lymm Hall moated site and ice house	Rectory Lane, Lymm
Pickett-Hamilton fort	600m south east of Limekiln Farm, Wrights Lane, Burtonwood
Rixton Old Hall moated site	South of Manchester Road, Rixton
Roman settlement at Wilderspool	South of Loushers Lane, Warrington
St. Oswald's Well	Off Parkside, Winwick, 150 metres south of woodland
Tumulus Bowl Barrow	West of Highfield Lane and North of Myddleton Lane, Winwick
Two Cockpits	125m west of Lymm Hall, Rectory Lane, Lymm
Two sections of Roman Road between Appleton and Stretton	North and South of Stretton Road by Park Royal Hotel
Two sections of Roman road between Appleton and Stretton	North and South of Stretton Road by Park Royal Hotel

Conservation Areas

Bewsey Street
Bridge Street
Buttermarket Street
Church Street
Culcheth Newchurch Hospital
Grappenhall Victoria Road/York Drive
Grappenhall Village
Greenalls Brewery
Lymm Village
Palmyra Square
Stockton Heath
Stockton Heath - Ackers Road/Marlborough Crescent
Thelwall Village
Town Hall
Walton Village
Winwick Street

Appendix 4 Schedule of Development Plan Policies to be superseded

SCHEDULE OF DEVELOPMENT PLAN POLICIES TO BE SUPERSEDED BY THE CORE STRATEGY

The table below makes clear which Development Plan policies will be superseded by those in the Core Strategy. It also indicates that where polices are not to be replaced by those in the Core Strategy, which documents will contain those policies that will.

UDP Policy (Full List)	Current Policy Status (Saved / Not Saved)	If not save (PPS/Other Reference)	If saved - What covered by	If not saved, need for additional coverage / other comment
LUT1	Saved		CS2 and CS3	
HOU1	Saved		CS2 and SN1	
TCD1	Saved		CS2 and SN4	
TCD2	Saved		PV4 and CS6	
TCD3	Not saved	PPS6		No - covered by CS Policies SN5, CS1, QE6 and QE7
TCD4	Not saved	PPS6		No - covered by CS Policies PV5, CS1, QE6, QE7 and QE8
TCD5	Not saved	PPS6 and PPS7		No - covered by CS Policies SN5, CS1, QE6, QE7 and CC2
TCD6	Saved		CS2 and CS6	
EMP1	Saved		CS2 (CS1, QE6, QE7 in part)	
EMP2	Saved		CS7	
GRN1	Saved		CS2 and CS4	
GRN2	Saved		CS1 and QE6	
REP1	Saved		CS1 and QE6	
REP2	Saved		Covered by NPPF (Para 167)	
REP3	Not saved	Covered by saved UDP Policy LUT1		No - covered by CS Policy CS1
MWA1	Not saved	PPS10		No - covered by CS Policy MP8 (in part) and still covered by PPS10 (Para 3) until replaced by National Waste Management Plan
MWA2	Not saved	PPS10		No - still covered by PPS10 (Para's 21-25) until replaced by National Waste Management Plan
MWA3	Not saved	PPS7, PPS9 and PPS25		No - covered by CS Policies MP8, CS1, QE3, QE4, QE5, QE6, QE7 and NPPF (Para 167)
DCS1	Saved		CS1 supported by QE6 and QE7	
SOC1	Saved		CS1, CS6, SN1, SN7 and QE7 (in part)	

Schedule of Development Plan Policies to be superseded

UDP Policy (Full List)	Current Policy Status (Saved / Not Saved)	If not save (PPS/Other Reference)	If saved - What covered by	If not saved, need for additional coverage / other comment
LUT2	Saved		CS1, CS3 and MP1	
LUT3	Saved		CS1, CS3 and MP3	
LUT4	Not saved	Public footpaths are one category of Public Rights of Way that are for walkers only. Highway authorities have a duty to assert and protect the rights of the public to the use and enjoyment of any right of way. S 42 of the 2004 Act: • Inserts new section 327A into the 1990 Act which prohibits, amongst other things, a local planning authority from entertaining an application unless is it accompanied by a Design and Access Statement(DAS), where required. Circular 01/2006: • Sets out when a DAS is required and the issues it should cover.		No - adequately covered by other legislation
LUT5	Saved		CS1, CS3 and MP3 in part	Yes - need to specify cycle provision requirements in Parking Standards SPD
LUT6	Saved		Not carried forward	Yes - need to specify motorcycle provision requirements in Parking Standards SPD
LUT7	Saved		CS Policies CS1 and MP4	
LUT8	Saved		MP6	
LUT9	Saved		MP4	
LUT10	Saved		MP7	
LUT11	Saved		MP7	
LUT12	Saved		MP7	
LUT13	Not saved	PPS9 and PPG24		No - adequately covered by CS Policies CS1, QE3, QE5, QE6, QE7
LUT14	Not saved	PPG13		No - covered by CS Policy MP5
LUT15	Saved		MP3 supported by QE3	
LUT16	Saved		MP6	
LUT17	Saved		Broadly covered by MP6, where there is robust evidence that a scheme is deliverable (NPPF, Para 94)	
LUT18	Not saved	PPG13		No - covered by CS Policies CS3, QE7 and MP5. Navigation regulated by MSCC.
LUT19	Saved		MP6	

Schedule of Development Plan Policies to be superseded

UDP Policy (Full List)	Current Policy Status (Saved / Not Saved)	If not save (PPS/Other Reference)	If saved - What covered by	If not saved, need for additional coverage / other comment
LUT20	Saved		MP1	Yes - need to specify parking provision requirements in Parking Standards SPD
LUT21	Saved		MP1	Yes - need to specify parking provision requirements in Parking Standards SPD
LUT22	Saved		CS1, QE7 and MP1	Yes - need to specify restricted mobility parking provision requirements in Parking Standards SPD
LUT23	Not saved	Circular 01/2008		No - still adequately covered by Circular 01/2008 and NPPF
LUT24	Saved		Broadly covered by reference to public safety in CS Policy CS1. Also covered by consultation practice in Development Management.	
LUT25	Not saved	Circular 02/2007		No - still adequalely covered by Circular 01/2007
HOU2	Saved		SN1	
HOU3	Saved		SN2 (in part), CS1, QE1, QE3, QE6, QE7	
HOU4	Saved		QE3 (in part)	Yes - Need to produce Green Infrastructure and Recreation SPD to support policy.
HOU5	Not saved	PPS3 and PPS6		No - covered by CS Policy SN1 (in part) and the NPPF (Para's 109 and 126)
HOU6	Saved		SN2	
HOU7	Saved		CS1 and QE6	
HOU8	Saved		CS Policies CS1, QE1, QE6 and QE7.	However, need to update House Extensions Guidelines and/or Design and Construction SPD
HOU9	Saved		CS Policies CS1, QE1, QE6, QE7 and NPPF (Para 144)	
HOU10	Saved		NPPF (inappropriate development)	
HOU11	Saved		CS Policies SN1 and QE6 (in part)	
HOU12	Saved		CS Policies SN1 and QE6 (in part)	
HOU13	Saved		CS Policy QE6 (in part)	However, need to update House Extensions Guidelines SPG
HOU14	Not saved	Circular 10/05 and Householder's Planning Guide - Antennas (2008)		No - adequately covered by Circular 10/2005 and CS Policies CS1, and QE7
HOU15	Saved		SN2	Need to update Affordable Housing SPD

Schedule of Development Plan Policies to be superseded

UDP Policy (Full List)	Current Policy Status (Saved / Not Saved)	If not save (PPS/Other Reference)	If saved - What covered by	If not saved, need for additional coverage / other comment
TCD7	Not saved	PPS1		No - covered by CS Policies CS1, QE7 and Design and Construction SPD (Shop Front Design)
TCD8	Saved		Not carried forward	No longer necessary to retain
TCD9	Not saved	PPS6	Not carried forward	No - covered by CS Policy PV4
TCD10	Saved		PV5	
TCD11	Not saved	PPS6		No - covered by CS Policy SN6
TCD12	Saved		PV6	
TCD13	Not saved		Not carried forward	No - covered by CS Policies CS1, PV5 and QE6
TCD14	Saved		CS Policies CS1, QE7 and Design and Construction SPD	
TCD15	Not saved	PPG15		No - covered in part by CS Policies CS1 and QE7.
TCD16	Not saved	PPG15		No - covered by Design and Construction SPD
TCD17	Not saved	PPS6		No - covered by CS Policies PV5, SN5 and QE6
TCD18	Saved		CS Policies SN6 and PV7	
EMP3	Saved		CS Policies CS2 and CS7	
EMP4	Saved		PV1	
EMP5	Saved		CS8	
EMP6	Saved		CS Policies SN6, CS1 and QE6	
EMP7	Not saved	PPS6, PPS7 and PPG2		No - covered by CS Policy PV7 and NPPF (Para's 81 and 113)
EMP8	Saved		Not carried forward	No - remaining undeveloped sites covered by CS Policies CS8, CS10, TC1 and IW1
EMP9	Saved		PV2	
EMP10	Saved		CS Policies SN6, CC2, CS1, QE6 and PV7	
GRN3	Saved		CS Policies CC2, CS1 and Q6	
GRN4	Saved		CC1	
GRN5	Saved		CC1	
GRN6	Saved		CS Policies CC2, CS1, QE6 and NPPF (Para 145)	
GRN7	Not saved	PPG2		May be need for SPD if "Occupational Dwelling Tests" currently contained in Annex A

Schedule of Development Plan Policies to be superseded

UDP Policy (Full List)	Current Policy Status (Saved / Not Saved)	If not save (PPS/Other Reference)	If saved - What covered by	If not saved, need for additional coverage / other comment
				of PPS7 are not contained in NPPF
GRN8	Saved		NPPF (Para 144, criterion 6)	
GRN9	Saved		CS Policies CC2, QE6, QE7 and PV7	
GRN10	Saved		QE3	Incorporate criteria into GI and Recreation SPD
GRN11	Saved		QE3	Incorporate criteria into GI and Recreation SPD
GRN12	Saved		Not carried forward	No purpose served by retaining as no significant shortage of POS and no resources to aquire land
GRN13	Saved		CS Policies QE3 (in part) and QE7	
GRN14	Not saved	Section 263 of the Public Health Act 1936		No - covered by CS Policy QE4
GRN15	Saved		CS Policy QE5 and NPPF (Para's 163 to 170)	
GRN16	Saved			
GRN17	Saved			
GRN18	Saved			
GRN19	Not saved	Wildlife and Countryside Act 1981 (amended) The Protection of Badgers Act 1992 The Conservation (Natural Habitats etc) Regulations 1994 Countryside and Rights of Way Act 2000		No - adequately covered by NPPF and other legislation
GRN20	Saved		CS Policies CS5, QE3 and QE5	
GRN21	Saved		QE5	
GRN22	Saved		QE7 (in part)	
GRN23	Saved		CS Policies CS5, QE3 and QE7	
GRN24	Saved		CS Policies CS1, QE3 and QE7, and Design and Construction SPD	
GRN25	Not saved	TPO's, Planning (Listed Buildings and Conservation Areas) Act 1990		No - adequately covered by other legislation
GRN26	Not saved	Wildlife and Countryside Act 1981 (amended)		No - adequately covered by other legislation
BH1	Not saved	PPS5		No - adequately covered by CS Policy QE8, NPPF (Para's 176 to 191) and Design and Construction SPD (Section 6)
BH2	Not saved	PPS5		

Schedule of Development Plan Policies to be superseded

UDP Policy (Full List)	Current Policy Status (Saved / Not Saved)	If not save (PPS/Other Reference)	If saved - What covered by	If not saved, need for additional coverage / other comment
BH3	Not saved	PPS5		
BH4	Not saved	PPS5		
BH5	Saved		QE8 and the Design and Construction SPD (Section 6)	
BH6	Not saved	PPS5 and Planning (Listed Buildings and Conservation Areas) Act 1990		No - adequately covered by CS Policy QE8, NPPF (Para's 176 to 191) and Design and Construction SPD (Section 6)
BH7	Not saved	Circular 01/2006, S1 2006, no.1063		No - adequately covered by existing legislation
BH8	Saved		QE8 and the Design and Construction SPD (Section 6)	
BH9	Not saved	PPS5		No - adequately covered by CS Policy QE8, NPPF (Para's 176 to 191) and Design and Construction SPD (Section 6)
BH10	Saved		QE8 and the Design and Construction SPD (Section 6)	
BH11	Not saved	PPS5		No - adequately covered by CS Policy QE8 and Design and Construction SPD (Section 6)
BH12	Saved		CS Policies QE8	
BH13	Saved			
BH14	Saved			
REP4	Saved		CS Policies CS1 and QE4	
REP5	Saved			
REP6	Saved		CS Policies CS1 and QE6	
REP7	Saved			
REP8	Saved			
REP9	Saved			
REP10	Saved			
REP11	Saved			
REP12	Saved		CS Policies CS1 and QE6 in broad terms	
REP13	Saved		CS Policy CS1 in broad terms	
REP14	Saved			
REP15	Saved			
REP16	Saved		CS Policy QE2 supported by CS1, QE3, QE5, QE6 and QE7	

Schedule of Development Plan Policies to be superseded

UDP Policy (Full List)	Current Policy Status (Saved / Not Saved)	If not save (PPS/Other Reference)	If saved - What covered by	If not saved, need for additional coverage / other comment
REP17	Saved		CS Policy QE2 supported by CS1, QE3, QE5, QE6 and QE7	
REP18	Saved		Not carried forward	No longer necessary to retain
MWA4	Saved		Not replaced	Continue to save until replaced by Joint Waste & Minerals Local Plan
MWA5	Saved		Not replaced	Continue to save until replaced by Joint Waste & Minerals Local Plan
MWA6	Saved		CS Policy MP8, supported by Policies CS1, QE6, QE7 and, Design and Construction SPD	
MWA7	Not saved	MPG6		Covered in part by CS Policy MP9. Need to bring forward Joint Waste and Minerals Local Plan
MWA8	Not saved	PPS10		Covered in part by CS Policy MP8. Need to bring forward Joint Waste and Minerals Local Plan
MWA9	Not saved	PPS10		Covered in part by CS Policy MP8. Need to bring forward Joint Waste and Minerals Local Plan
MWA10	Not saved	PPG2 and PPS10		Covered by NPPF (Para 145). Need to bring forward Joint Waste and Minerals Local Plan
MWA11	Saved		Not replaced	Continue to save until replaced by Joint Waste & Minerals Local Plan
MWA12	Saved		Not replaced	Continue to save until replaced by Joint Waste & Minerals Local Plan
MWA13	Saved		Not replaced	Continue to save until replaced by Joint Waste & Minerals Local Plan
DCS2	Saved		Covered in part by CS Policy MP10	Need to bring forward IDP/CIL
DCS3	Saved		Covered in part by CS Policy CS1	Need to bring forward IDP/CIL
DCS4	Not saved	Section 42 of 2004 Act and Circular 01/2006		No - covered by existing legislation and existing DM practice
DCS5	Not saved	PPS1 and Section 42 of 2004 Act		No - covered by CS Policy CS1, QE7 and Design and Construction SPD
DCS6	Saved		Covered in part by CS Policy QE7	Need to bring forward standards/design criteria for POS/Play areas in GI and Recreation Provision SPD or revision to Design and Construction SPD
DCS7	Saved		CS Policies CS1, QE7 and Design and Construction SPD	

Schedule of Development Plan Policies to be superseded

UDP Policy (Full List)	Current Policy Status (Saved / Not Saved)	If not save (PPS/Other Reference)	If saved - What covered by	If not saved, need for additional coverage / other comment
DCS8	Not saved	Planning Application 99/40635 (Condition 04)		No - covered by CS Policy WW1 and Planning Application 99/40635 (Condition 04)
DCS9	Saved		CS Policy QE7, Design and Construction SPD and House Extensions Guidelines	
DCS10	Not saved	PPS1		No - covered by CS Policy QE7 and the Design and Construction SPD
DCS11	Not saved	PPG19 and Circular 03/2007		No - covered by CS Policies CS1, QE6, QE7; Circular 03/2007 and Design and Construction SPD
DCS12	Not saved	PPS7		No longer necessary to retain
DCS13	Not saved	PPG8 and PPG15		No - covered by CS Policy MP2
DCS14	Not saved	PPS1, PPG2 and PPS7		No - covered by CS Policies CS1, CS4, QE3, QE5, QE6, QE7, CC2 and NPPF (Para's 142 to 145)
DCS15	Saved		CS Policies CS1 and SN3	Need to define sites in Land Allocations Local Plan
DCS16	Not saved	PPG14		No - covered by CS Policies CS1, QE6 and NPPF (Para 171)

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