



Warrington Borough Council
Local Development Framework

Core Strategy
Objectives and Options Consultation
July 2010



Introduction

1 Introduction	3
----------------------	---

Warrington Key Issues

Where is Warrington?	7
Housing	10
The Economy	15
Sustainability and Climate Change	19
Transport	22
Warrington's Centres	26
Built Environment	30
Green Infrastructure	32
Minerals and Waste	35
Inequalities	37
Health, Public Safety and Crime	40

Warrington Building Blocks

The Building Blocks	43
The Town Centre	44
Regeneration Area	49
West Warrington	55
East Warrington	60
Stockton Heath and South Warrington	64
The Countryside and its Constituent Settlements	67

Conclusions and Next Steps

Conclusions and Next Steps	75
----------------------------------	----



Contents

Glossary

Glossary	76
----------------	----

1 Introduction

1.1 This document is the next stage in the preparation of the Council's Core Strategy, which is the key document that will guide and help to deliver many of the Council's policies and proposals. The Core Strategy is the foundation for other documents to be prepared as part of the Local Development Framework, which will eventually replace the saved policies of the Unitary Development Plan adopted in 2006.

The story so far.

February 2009	<p>The initial Issues & Options report was published for consultation, setting out a suggested overall approach by identifying the various 'building blocks' that make up the borough, and a draft vision of future Warrington.</p> <p>This was accompanied by a number of background papers providing more information on the different areas, and on a number of topics.</p> <p>Three broad strategic options were suggested and each varied the balance between promoting and restraining development in each of the 'building blocks'.</p>
September 2009	<p>The Council published a report documenting the response received as a result of the February 2009 consultation, and indicating how the Council would take this into account in the next stage of work. From this it became evident that more work was needed to refine the Issues & Options, and the vision, and to relate the content much more closely with specific areas and sites in the borough. 245 comments were received from 34 consultees.</p> <p>The majority of responses to the broad strategy options favoured Option 1 and Option 2, which both maintained the current focus on regeneration of the older areas of the town, the latter Option allowing more flexibility by allowing the selective release of brownfield sites elsewhere within the town.</p>
January 2010	<p>The Council published a Core Strategy Refined Vision for consultation. This departed from the previous approach of a single, overarching vision for the whole borough. Instead it used the Sustainable Community Strategy vision as a start, but set out a number of vision statements for each 'building block' and sought to develop a locally relevant and place specific vision for each area by remembering the past, reviewing the present, and imagining the future.</p> <p>The same approach was applied to each of the strategic issues identified in February 2009, and supplemented by the September 2009 consultation.</p>
June 2010	<p>The responses to the Refined Vision consultation are published. 130 comments were made by 29 consultees.</p>

What's happening now?

1.2 Taking all the above steps into consideration, the Council is now in a position to publish the resulting Refined Objectives and Options Report as the basis for moving on to the next important stage of preparing the Core Strategy. The principle of continuous consultation applies to this document and your views are welcome.

Implications of Government change

1.3 Following the General Election, the coalition government has signalled its intent to make significant policy changes that will impact on the process, scope and content of the Core Strategy. While work is continuing, it is now doing so in an increasingly uncertain context.

Introduction

1.4 The coalition's 5 year 'Programme for Government' includes proposals to:

- 'Rapidly' abolish Regional Spatial Strategies and give decision making powers on housing and planning to local councils
- Radically reform the planning system 'in the longer term'
- Publish a national planning framework covering all forms of development
- Maintain the Green Belt and important environmental designations, and introduce a new designation to protect 'green areas'.

1.5 The Programme also makes reference to the Conservative Party's pre-election Policy Green Paper, 'Open Source Planning'⁽¹⁾. This sets out further proposals for 'radical change' to the planning system, including for example 'flexible zoning'. It is clear that further uncertainty and change lies ahead.

1.6 Nevertheless, the adopted Unitary Development Plan will continue in force, to provide a firm foundation for the management of development in the borough until either the Core Strategy or its equivalent following reform is in place. Continuing with this consultation will allow us to be clear about our vision, objectives and preferred option whatever form the new document takes.

The scope and content of the Refined Objectives and Options Report

1.7 The overall structure of the document should by now be familiar to those who have commented previously. It continues the dual approach of addressing the key issues, and looking at the different areas that comprise the borough.

1.8 This document moves the discussion further along by setting out detailed objectives that will be pursued in order to achieve the vision, examines whether or not those objectives are on course towards being met by current policies, and if they are not, puts forward suggested detailed options that are in effect the available policy choices that need to be considered.

1.9 Where monitoring shows that the objective will be achieved by the current policy approach, it is not considered necessary to identify alternative policy approaches. In these cases the current policy approach set out in the Unitary Development Plan will be maintained in the Core Strategy.

1.10 Consultation responses at this stage should focus on the draft **objectives**, the assessment of current performance, and the range of **options** identified. The merits of the different options are not addressed in the report at this stage, but your initial views would nevertheless be welcomed as they may assist us at the next stage. In some cases we have identified a **plan objective** for a site (e.g. To find the most appropriate use for the site). Where this is the case, the preferred option for the site will depend on the chosen strategic option which will determine the broad focus of development in Warrington over the next 15 years (see below). Only when the preferred strategic option and focus for development is clear will we be able to frame a preferred option / use for specific sites.

1 See: <http://www.conservatives.com/~media/Files/Green%20Papers/planning-green-paper.ashx>

Strategic Options

1.11 It is also appropriate to now revisit the three broad strategic options identified at the outset of developing the Core Strategy in February 2009.

1.12 An initial assessment and appraisal processes alongside analysis of consultation responses leads us to conclude that the most appropriate broad strategic framework for the Core Strategy is provided by Option 2.

Strategic Option 2: Prioritising development on Inner Warrington brownfield sites with selective release of other sites
<p>Areas where development would be promoted:</p> <ul style="list-style-type: none"> • The town centre • Arpley Meadows / Bridgefoot (Warrington Waterfront) • The older parts of Warrington town, otherwise termed the Regeneration Area • Chapelford
<p>Areas where development would be reviewed and selectively promoted through monitoring and management:</p> <ul style="list-style-type: none"> • Suburban areas of the town • Omega • HCA sites at Appleton Cross, Grappenhall Heys and Pewterspear
<p>Areas where development would be restrained over the plan period:</p> <ul style="list-style-type: none"> • Peel Hall Farm • The Countryside and its constituent settlements.

1.13 Within this overall strategic framework, the development of previously developed land would continue to take priority over the release of greenfield sites.

1.14 There are two issues that need to be addressed in refining this option which have arisen from the consultation responses to date. The current thinking is that:

1. Development within the built footprint of the larger villages of Lymm & Culcheth should be added to the 'amber' area to enable opportunities to provide affordable homes.
2. Peel Hall Farm should also be added to the 'amber' area, as this cannot be distinguished from the New Town Sites in south Warrington.

1.15 These will be given further consideration as work on detailed options progresses and further appraisal is undertaken including formal Sustainability Appraisal, and any initial comments are welcome. The strategic options will also allow us to assess potential future housing delivery options for Warrington in the absence of a figure generated at the regional level. This means that housing delivery will be based on the vision of Warrington we want to see in twenty years time. We will only be able to determine if it is necessary to translate a level of housing delivery into a figure and how we do this when the Government issue more certain guidance on their intended changes to the planning system.

Development Management Policies

1.16 The initial Issues & Options report set out the Council's intended approach to establishing a set of Development Management Policies. These will be used by the Council as the basis of making decisions on individual planning applications in the context of the overall strategy.

1.17 The approach was built around two themes:

Introduction

- Sustainable Development
- High Quality Design

1.18 The response from consultation was generally supportive of this approach and work will progress to develop these themes into a set of draft policies for consultation at a later stage when the Council has decided on its preferred options from the choices set out at this stage.

The Proposals Map

1.19 There is a need to assess whether changes are needed to the Adopted Proposals Map as this will continue to operate as part of the Core Strategy. Some necessary changes can be identified immediately, such as the extent of flood risk areas, and others will arise as a consequence of decisions on the Council's preferred options. Other changes may be necessary to reflect the situation where not all of the Adopted UDP Policies have been 'saved' in the new planning system.

What happens next?

1.20 Although future change to the planning system at the local level is imminent, the current timetable sets out that following this consultation period we will produce a report of the comments received and an indication of the Council's response.

1.21 Work will continue to develop and assess the identified strategic and more detailed options, pausing to feed in issues arising from the consultation responses as necessary. The full range of statutory appraisal will take place, including Sustainability Appraisal to inform choices.

1.22 The preferred strategic option and more detailed preferred options will then be identified and informal consultation will be undertaken in early Autumn to convey why these options were chosen above others.

1.23 Policies will then be drafted to support the chosen preferred options and their related objectives. Targets and indicators for each policy will be brought forward as the basis of monitoring progress. Delivery Agencies and delivery mechanisms will be set out for each of the policies and proposals

1.24 The draft policies will then be consolidated into a draft Core Strategy for further consultation towards the end of the year.

Your Comments

Your comments are now invited on each of the key issues and building blocks. We would like to know:

- If we have identified all of the necessary **objectives**
- If any of the **objectives** need amending or rewording
- If all realistic **options** have been identified for each of the **objectives**
- If you have a preferred **option** for any of the **objectives**

Comments can be submitted online via our consultation portal:

[Http:warrington-consult.limehouse.co.uk/portal](http://warrington-consult.limehouse.co.uk/portal)

Alternatively you may prefer to email us at **ldf@warrington.gov.uk**, or

Write to us at: **Planning policy, Environment and Regeneration Directorate, New Town House, Buttermarket Street, Warrington, WA1 2NH**

Or call us on: **(01925) 442799** to discuss.

All comments would be appreciated by **Friday 13th August** at the latest. We will, of course, continue to take into account any comments submitted after this time.

Where is Warrington?

Vision - in 2026....

Warrington has realised its potential by growing in a sustainable, low carbon way.

The borough has strong connections to both the Manchester and Liverpool conurbations, and the towns location within the Atlantic Gateway means businesses benefit from unrivalled access to national transport infrastructure through the regional transport interchange.

As part of the Cheshire and Warrington sub-region, the borough provides a highly skilled workforce that helps drive the economies of the nearby conurbations. The area continues to generate a significant amount of the Northwest's economic output aided by development of significant sites in and immediately surrounding the borough which provides a focus of employment for a wide area including Knowsley, Halton, St Helens and Wigan.

The rejuvenated town centre now looks towards the river and is a focus for the surrounding population. The improvement of the centre has consolidated its status and position in the region.

Growth within Warrington has focused on sites accessible by public transport, walking and cycling and has supported regeneration and restructuring of inner Warrington. The majority of development in the borough has been on brownfield sites.

Green Infrastructure within the borough continues to provide the framework for development, and its value and functionality have been enhanced including its links to neighbouring areas in the sub region. The borough's Green Belt continues to define the limits of growth of the built up areas. The extent of the Green Belt is largely unaltered and any local alterations that have occurred have been fully justified.

Current Policy Approach

The adopted Unitary Development Plan establishes a detailed framework to promote and support the regeneration and restructuring of the older urban areas of Warrington. The town is seen as a key location for growth and development alongside other towns and cities in the region. The Regional Economic Strategy identifies Manchester, Liverpool and Preston a key drivers of city regional growth with further growth opportunities identified around Warrington, Crewe, Chester, Lancaster and Carlisle. A particular focus is being placed on the town centre and adjoining areas to identify and promote opportunities for investment and development, and drive forward the regeneration strategy.

Work is being carried out on the Atlantic Gateway concept, which may add emphasis to the importance of Warrington in the region. The framework for the Atlantic Gateway sets out that the connected economic geography of the area, with overlapping labour and housing markets, provides a unique opportunity to become one of Europe's leading low carbon, economic growth areas.

Where is Warrington?





Where is Warrington?

Objective	Performance of Current Policy	Options
<p>W1 To maintain a forward supply of land in sustainable locations that will be attractive to the market and will bring benefits to their host communities whilst:</p> <ul style="list-style-type: none"> • meeting the borough's need for housing, including family housing and affordable housing • Supporting growth in the local and sub-regional economy. • renewing and regenerating the older areas of the town and • supporting investment in jobs and services in the town centre. 	<p>Warrington is faring better than others in the region and sub region in terms of maintaining a good level of new housing supply and a fair level of new employment development through the recession.</p>	<p>In the future absence of Regional Strategic guidance, there is a need to identify alternative policy options in order to maintain success in terms of delivering housing and national and local objectives. Until the new government issues guidance it is only possible to suggest options for the future based on the emerging preferred strategic option.</p>
<p>W2 To promote the development of the town centre including its role as a transport hub for the borough and the wider region.</p>	<p>The town centre continues to provide a focus for the borough and is well served in terms of retail. The centre does, however, lack a diversity of uses which could increase its attraction and lengthen visitor time. The centre continues to perform a role as a transport hub and recent years have seen a particular focus on improving the centre's transport infrastructure. Key elements are:</p> <ul style="list-style-type: none"> • The widely acclaimed Bus Interchange • Initiatives relating to Bank Quay Station • Improvements at Central Station 	<p>Options to increase diversity within the centre are addressed in the 'Warrington's Centres' and 'The Town Centre' sections.</p> <p>The town centre's role as a transport hub could be enhanced by considering options to:</p> <ol style="list-style-type: none"> i. Secure improvements to train stations ii. Secure improvements to linkages between elements of the transportation network
<p>W3 To identify, conserve, diversify and where appropriate extend the existing multi-functional network of green infrastructure in the urban and rural areas of the borough.</p>	<p>The current policy approach focuses on individual sites and their individual value. There may be a need to consider the value, role and function of Green Infrastructure at a more strategic level.</p>	<ol style="list-style-type: none"> i. Continue to look at the value of sites on an individual ad hoc basis ii. Include a policy in the Core Strategy that commits to a strategic Green Infrastructure Plan iii. Include a policy in the Core Strategy that recognises the strategic linkages of Green



<p>W4 To maintain the permanence of the Green Belt in the borough and protect it from inappropriate development.</p>		<p>Infrastructure and looks to enhance these on a case by case basis.</p>
<p>W4 To maintain the permanence of the Green Belt in the borough and protect it from inappropriate development.</p>	<p>The evidence demonstrates that development needs throughout the plan period can be met without the need to consider any areas or sites currently in the Green Belt. There is no need to consider strategy options that involve a review of the Green Belt at this stage or during the plan period.</p>	<p>There is no need to identify alternative policy options as it is considered that the current policy approach will achieve the objective. The Core Strategy will look to continue this policy approach.</p>
<p>Evidence Base</p>		
<p>See the evidence base detailed for each of the individual topics below. Regional Monitoring Reports produced upto and including that published in February 2010</p>		



Housing

Vision - in 2026....

The continued identification of a flexible and responsive supply of land has resulted in the delivery of the level of new homes needed to achieve identified housing requirements and the growth agenda.

Whilst housing growth has been prioritised to secure the successful regeneration of Inner Warrington alongside meeting identified needs, opportunities have been taken elsewhere within the Borough where needed to secure 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 permanent and transit accommodation needs of the Gypsy and Traveller and Travelling Showpeople communities have been met.

Current Policy Approach

The regeneration led approach has seen housing growth directed towards previously developed land within existing settlements.

Housing supply has been managed to ensure that other releases of land are only permitted where a delay in developing a site would prejudice its successful future regeneration and where the development would contribute to the social, economic and environmental wellbeing of the older areas of Warrington or support the vitality and viability of the town centre.

A Supplementary Planning Document currently sets out a number of exceptions to the regeneration principle with viable proposals which deliver a minimum of 50% affordable housing identified as being supported where proven to meet identified local needs. An exception is currently made to enable the delivery of 100% affordable housing on greenfield sites again where proven to meet identified local needs and where it can be demonstrated that a sequential test has been undertaken.

Existing policy seeks to secure 20% of residential floorspace, on schemes of 15 or more units, as affordable.

With regards to meeting the accommodation needs of Gypsies and Travellers and Travelling Showpeople, existing policy sets out a criteria based approach.



Objective	Performance of Current Policy	Options
<p>H1 Deliver sufficient housing to support Warrington's aspirations for growth whilst respecting green belt boundaries and environmental limits.</p>	<p>The current policy framework is delivering a healthy supply of new housing in priority locations. The Unitary Development Plan requirement will be more than met by implementing current consents, even on the most pessimistic assumptions.</p> <p>The Unitary Development Plan requirement plus 20% additional growth for the period 2008-17 is also achieved by current commitments and a small number of sites that are well advanced in the planning process.</p>	<p>It will be for the Core Strategy to determine future levels of housing growth, which will be based on the outcomes of adopting the emerging preferred Strategic Option 2 - prioritise development on inner Warrington Brownfield sites with selective release of other sites. Details of the new government's approach to planning for housing development are awaited. Once these have been set out we will be able to assess what options the Core Strategy will need to set out for housing delivery.</p>
<p>H2 To ensure that at least 80% of housing development takes place on previously developed land.</p>	<p>The Annual Monitoring Report (AMR) shows that 90% of housing development is expected to take place on previously developed land.</p>	<p>The current policy framework has consistently delivered over 80% of housing on previously developed land. There is no need to identify alternative policy options as it is considered the current policy approach will achieve the objective. The Core Strategy will look to adopt this approach.</p>
<p>H3 To manage the housing supply to prioritise developments that support the regeneration of the town centre and the older parts of the town.</p>	<p>Apart from historic commitments and a small number of exceptional cases, housing development is focused on the older areas of the town and is driving regeneration and will do for the foreseeable future. This policy approach is set out in the adopted Unitary Development Plan</p>	<p>The current policy framework is performing well and it is considered that a change in the priority afforded to regeneration will not be necessary. The extent of priority given to the older parts of the town will depend on the assessment of the Strategic Options (see Introduction)</p>
<p>H4 To ensure that from adoption and throughout the plan period, sufficient land is available for a deliverable rolling forward supply of at least 5 years, in sustainable locations</p>	<p>The Strategic Housing Land Availability Assessment (SHLAA) evidences a more than adequate forward supply of housing provision by reference to specific sites and across the relevant timeframes, based on current levels of planned developments.</p>	<p>Until future levels of housing development have been determined it is not possible to assess the implications of maintaining a 5 year supply of housing land.</p>



Housing

<p>H5 To demonstrate that a developable supply can be sustained for a period of at least a further 5 years, and throughout the plan period and beyond, either by reference to specific sites or broad locations.</p>		
<p>H6 To ensure that the identified supply of housing land is sufficiently flexible to respond to market changes and unforeseen circumstances.</p>	<p>The extent of supply is sufficient to absorb the impacts of unforeseen circumstances. The prime illustration of this is that Warrington has proved robust to the collapse of the housing market in recent years. Sufficient potential long term capacity to absorb needs well beyond the plan period has also been identified.</p>	<p>This cannot be assessed until detailed government guidance is available</p>
<p>H7 To set criteria for the release of additional sites for housing development where justified by:</p> <ul style="list-style-type: none"> • The need to 'top up' the 5 year supply of housing land • The need to supplement the supply of affordable homes • The need to support regeneration initiatives • Overwhelming community support for a proposal which meets the criteria for sustainable, high quality development. 	<p>There is no existing comprehensive policy setting out criteria, though there is some guidance in PPS3. A clear local policy is needed for future reference and to aid assessment of sites qualifying as candidates for approval under the ongoing housing management policies.</p>	<ul style="list-style-type: none"> i. Introduce a comprehensive criterion based policy in the Core Strategy ii. Rely on national policy criteria set out in PPS3 and national policy statements
<p>H8 To provide a mix of both market and affordable housing in terms of type, tenure, size and price, that delivers a better balance to the housing market across the borough in terms of matching supply to identified needs.</p>	<p>Monitoring shows a healthy mix of market and affordable housing, responding well to the needs identified in the Strategic Housing Market Assessment (SHMA)</p>	<p>Subject to the implications of new guidance on planning for housing, when available, there is no need to identify alternative policy options as it is considered the current policy approach will achieve the objective. The Core Strategy will look to continue this approach.</p>
<p>H9 To 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.</p>	<p>There is no evidence that affordable housing is inappropriately located. There is however some concern over small room sizes associated with some house types. It may be appropriate to introduce a policy to set minimum room sizes.</p>	<ul style="list-style-type: none"> i. Maintain the current approach ii. Introduce a Core Strategy policy or Supplementary Planning Document to set minimum room sizes



<p>H10 To contribute to the overall supply of affordable housing in the borough through negotiations to secure planning obligations on qualifying housing developments, where viable, to complement initiatives in the Warrington Housing Strategy</p>	<p>Current UDP policy and associated Supplementary Planning Document has delivered affordable housing to meet the needs identified in the initial Housing Needs Study (42 per annum 2001-06). The latest Strategic Housing Market Assessment (SHMA) update suggests annual need over the next 5 years is 171 dwellings and proposes a target of 35%. A range of potential targets and thresholds is subject to viability testing at present.</p>	<ul style="list-style-type: none"> i. Update the current policy and targets in the Core Strategy ii. As above but also introduce a rural exceptions policy
<p>H11 To establish the level of need for criteria 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.</p>	<p>The Core Strategy will take forward the findings of the Cheshire Partnership Needs Assessment</p>	<ul style="list-style-type: none"> i. Include a criteria based policy in the Core Strategy ii. Include a Criteria based policy in the Core Strategy and identify sites in the Site Allocations Development Plan Document
<p>H12 To set criteria that will ensure the delivery of high quality housing that is well designed and built to a high standard</p>	<p>The UDP contains several design policies but they are not comprehensive or up-to-date.</p>	<ul style="list-style-type: none"> i. Include a criteria based policy based on para 11.6 of the initial Issues & Options report ii. As above plus generic design guidance Supplementary Planning Document iii. As above plus selective site specific design guidance in additional sections of the Design and Construction Supplementary Planning Document
<p>Evidence Base</p>		
<p>The Warrington Strategic Housing Market Assessment (2007) and Update (2009) The Warrington Strategic Housing Land Availability Assessment (2009) Annual Housing Land Assessments 2002 – 2008</p>		



Housing

The Warrington Affordable Housing Viability Assessment (2010)
The Cheshire Partnership Gypsy and Traveller / Travelling Showpeople Accommodation Assessment

The Economy

Vision - in 2026....

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.

The forward supply of high quality sites remains healthy and has been maintained for the period up to 2026, leading to continued investment in the borough and the provision of quality and attractive employment opportunities. The borough is developing a qualified & skilled workforce through integration with employers and local businesses.

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.

Current Policy Approach

The current policy focus is to allow economic development in identified employment areas which are primarily in peripheral locations, but there is a desire to attract more office development into Warrington Town Centre, evidenced by the new Central Warrington strategic site and through the regeneration framework.

Omega strategic site is safeguarded in the UDP for regional employment needs. The borough has a healthy forward supply of employment land to 2016 (in line with UDP provision) made up of residual New Town sites (primarily Omega) and key private sector sites (primarily Birchwood Park).

The UDP policies look to retain employment sites in sustainable locations and manage change to other uses.

Objective	Performance of Current Policy	Options
E1 To identify sufficient land in attractive, accessible and sustainable locations to meet demand for economic development over the period 2003 – 26.	Monitoring of land supply demonstrates the validity of assumptions made in assessment of future demand (excluding Omega)	i. Plan for a reduced level of economic development





The Economy

<p>E2 To give priority to previously developed land, taking into account the need to review current levels of provision and opportunities to re-allocate any surplus land to other uses.</p>	<p>Monitoring demonstrates that the prioritisation of previously developed land (pdl) is being achieved. Completions have achieved 100% pdl; the average over the past 5 years is 89%.</p> <p>There is no local evidence of an oversupply of employment land.</p>	<p>ii. Plan for an increased level of economic development</p> <p>iii. Maintain forward plan at current level of economic development</p>
<p>E3 In assessing and making provision for employment land, to take account of the need to:</p> <ul style="list-style-type: none"> • Provide for the different locational requirements of business, including size of site required, site quality, access, and proximity to markets, as well as an accessible workforce. • 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. 	<p>There is a wide distribution of available sites in all areas of the town, and sites vary in size and quality.</p> <p>No specific sites are currently allocated for B1 offices on the edge of the town centre, though Central Trading Estate (site ref 275) is close to the centre. Winwick Street is available and suitable. Centre Park only completed recently and houses several significant B1 developments.</p> <p>Freight uses are specifically catered for at Omega north, and other locations with good motorway access throughout the borough. There are proposals at different stages of the planning process to develop freight interchanges at Parkside to the north of the Borough and Port Warrington on the Manchester Ship Canal.</p>	<p>There is no need to identify alternative policy options as it is considered the current policy approach will achieve the objective. The Core Strategy will look to continue this approach.</p>
<p>ii. Plan for an increased level of economic development</p> <p>iii. Maintain forward plan at current level of economic development</p>	<p>There is no need to identify alternative policy options as it is considered the current policy approach will achieve the objective. The Core Strategy will look to continue this approach.</p>	<p>ii. Plan for an increased level of economic development</p> <p>iii. Maintain forward plan at current level of economic development</p>



<p>E4 Ensure economic development, regardless of location:</p> <ul style="list-style-type: none"> • is of high quality and inclusive design that improves the character and quality of the area and the way it functions. • addresses the challenges posed by climate change, and pressures on the built and natural environment. • delivers attractive and healthy working environments, for example through the provision of open space and landscaping, pedestrian access and safe cycle parking, and where appropriate through facilities such as health care, child care, shopping and leisure. 	<p>However sites with direct access to rail or water are limited. Two sites with modern purpose built rail access from the west coast main line are believed to operate as road distribution only (Royal Mail / Dallam Lane).</p> <p>There is no specific design policy or guidance in place at present.</p> <p>Climate change issues are not directly addressed at present.</p> <p>There is some policy support for these matters in the UDP but there is no all-embracing design guidance.</p> <p>Transport issues also addressed later.</p> <p>Supporting facilities such as these have been delivered at Birchwood Park, and are included in current proposals for Omega</p>	<p>Produce a generic design policy for all types of development with supporting Supplementary Planning Document</p> <p>Introduce specific guidance for economic development</p>
<p>E5 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.</p>	<p>Issue a) developing a qualified and skilled workforce: The current policy approach does not consider this as it is not a land-use issue. Access to training opportunities should be addressed.</p> <p>Issue b) location of employment development: The general approach set out in UDP policy is to promote and create compact mixed use neighbourhoods and jobs close to where people reside and to safeguard existing unallocated employment sites in inner Warrington as well as identifying potential urban</p>	<p>Issue a)</p> <p>Issue b)</p>
		<p>Ensure educational and training facilities are provided in accessible locations e.g. Existing centres or community hubs.</p> <p>Continue to focus on the Regeneration Area as a focus for employment as it is the most accessible place in the borough</p>



The Economy

	<p>regeneration areas. Office uses are directed by national policy to existing centres and therefore accessible locations. This could be further refined in the Core Strategy.</p>	<p>ii. Ensure employment development is supported by Green Travel Plans so that it is as accessible as possible by public transport</p> <p>iii. Investigate the scope for additional bus routes to make the connections</p>
<p>E6 Enhance the tourism offer within the borough, through increasing and diversifying attractions where appropriate and providing for longer visitor stays.</p>	<p>There are currently no specific policies at a local level that relate to the visitor economy in the borough.</p>	<p>i. Include a general policy in the Core Strategy that supports development that would contribute to the visitor economy</p> <p>ii. Include a policy in the Core Strategy which identifies areas of the borough where tourism development would be appropriate</p>
<p>E7 To support agriculture and the diversification of the rural economy for business and leisure uses which are consistent in their scale and environmental impact with their rural location.</p>	<p>There is a need to review best practice and the new PPS 4.</p>	<p>i. Maintain current policy approach with the emphasis on development management</p> <p>ii. Consider the scope for establishing a more pro-active approach to the management of the countryside and the diversification of the rural economy</p>
<p>Evidence Base</p>		
<p>Annual Employment Land Availability Reports 2002 onwards (and pre-2002 archive) The Warrington Employment Land Review 2009 The Cheshire & Warrington Employment Land and Sites Study 2009 Annual Property Review (2009) Warrington's Local Economic Assessment (In preparation) Office Assessment included within the Employment Topic Paper</p>		

Sustainability and Climate Change

Vision - in 2026....

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, improvements to existing buildings, reducing the need to travel and increasing the use of sustainable modes of travel.

The borough is exercising careful stewardship of the natural environment and has acted to safeguard 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 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.

Current Policy Approach

There is a general acceptance that the climate will change and therefore the current policy approach is to promote sustainable development, minimise the impacts of climate change through reducing energy use and maximising the use of energy from renewable sources.

There is an up to date and comprehensive range of policies to protect natural resources in the UDP.

The UDP includes a number of general references to climate change and energy efficiency, but there is no direct and specific policy or guidance.

The Council has adopted a Climate Change Strategy and an associated Action / Delivery Plan.

Objectives

- S1** 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

Performance of Current Policy

There is limited policy reference to the use of renewables.
 There is currently no evidence base but this is being addressed as a study is in progress.
 Transport aspects are addressed separately.

Options

- i. Develop specific energy related policies as a set of principles with supporting Supplementary Planning Document.
- ii. As above with site specific proposals
- iii. Include energy related policies within overall design policies and Supplementary Planning Document





Sustainability and Climate Change

<p>S2 To secure a proportion of the energy supply of new developments from decentralised and renewable or low carbon sources.</p>	<p>There is no policy basis for this in the UDP but the former Regional Spatial Strategy (RSS) has a 10% requirement that applies to qualifying developments.</p>	<ul style="list-style-type: none"> i. Adopt the former Regional Spatial Strategy (RSS) requirement with appropriate evidence and technical support ii. Bring forward a local policy with local targets and requirements, with appropriate technical justification and viability assessment iii. Introduce site specific targets and requirements relating to specific development proposals
<p>S3 To require that all new development tackles the threat of climate change and is capable of adapting to its effects.</p>	<p>The UDP contains a climate change thread that acknowledges the issue through several individual policies. However there are no specific requirements on individual developments</p>	<ul style="list-style-type: none"> i. Include specific requirements within Design Policies and related Supplementary Planning Document ii. Develop a dedicated climate change policy
<p>S4 To mitigate and adapt to all flood risks in the borough, particularly at key locations in the urban sections of the Mersey floodplain through the location and design of development and the sustainable use, storage and disposal of water</p>	<p>A Strategic Flood Risk Assessment Stage 1 has been completed, and a Stage 2 Assessment is in progress. Flood risk assessment required by UDP policies. The UDP also contains policies that relate to the disposal of water and promotion of SUDS. There is no policy relating to sustainable use of water. Issue needs to be reviewed against latest PPS25 and best practice.</p>	<ul style="list-style-type: none"> i. Rely on national policies ii. Have specific local policies iii. Combination of the above
<p>S5 To 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</p>	<p>All relevant aspects are covered in the UDP but there may be scope for reducing duplication</p>	<ul style="list-style-type: none"> i. Maintain a range of separate policies as at present ii. Pull all aspects together in a single policy
<p>Evidence Base</p>		
<p>Warrington Strategic Flood Risk Assessment (2008 and update) WBC Climate Change Strategy</p>		



Liverpool City Region Renewable Energy Capacity Study (Stages 1 and 2)
Warrington Surface Water Management Plan
Liverpool City Region Green Infrastructure Strategy
Green Infrastructure Core Strategy Background Paper
Climate Change Core Strategy Background Paper
NWDA Regional Climate Change Action Plan



Transport

<p>Vision</p> <p>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 park & ride, public transport, walking and cycling.</p> <p>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.</p> <p>The Manchester Ship Canal and railway infrastructure are vital for the movement of freight and International links and tourism opportunities have been maximised.</p>		
<p>Current Policy Approach</p> <p>The current policy approach looks to use a transport mode hierarchy for the borough to encourage and provide improved facilities to offer alternatives to the private car. New development is directed towards older, inner areas which by their nature are more accessible, but this can lead to issues of congestion.</p> <p>The third Local Transport Plan (LTP3) is currently being developed alongside the Core Strategy. Aligning the production of these documents should result in a comprehensive strategy.</p>		
<p>Objectives</p> <p>T1 Ensure new residential development is built in sustainable locations with walking, cycling and public transport access health, education, leisure facilities and fresh food</p> <p>T2 To maintain and enhance centres identified in the retail hierarchy throughout the borough as accessible, key locations for shops, services and community facilities</p>	<p>Performance of Current Policy</p> <p>Annual Monitoring Report shows high levels of new housing development built within 30 minutes public transport time of GP (95.5%), Hospital (84.7%), Primary School (99.5%), Secondary School (98.8%), Employment ((97.4%) and retail (88.3%) (08/09 figures)</p> <p>Issue a) There is a well-established hierarchy of centres defined in the UDP, and policies are in place that reflect national guidance at the time. It</p>	<p>Options</p> <p>Good performance of current locational policy would suggest that there is no need to identify alternative policy options as it will achieve the objective. The Core Strategy will look to continue this approach.</p> <p>Issue a):</p> <p>i. Maintain current hierarchy and list of centres</p>



	<p>is now a number of years since this hierarchy was identified and circumstances have inevitably changed with the passage of time.</p> <p>The updated retail centres report suggests some re-designation is needed in the hierarchy of centres.</p> <p>Issue b) The Retail Study highlights the particular threat of continuing edge and out-of centre retailing to the health of the town centre, unless limited to 'bulky goods'</p> <p>Issue c) There is currently no requirement for new retail floorspace of less than 2,500 sqm in edge of or out of centre locations to satisfy sequential or impact tests. New PPS4 invites local authorities to set a lower threshold based on local circumstances.</p>	<p>ii. As above but amend list of centres</p> <p>iii. Review current hierarchy and list, particularly at neighbourhood / local level.</p> <p>Issues b) and c)</p> <p>i. Maintain current general policy reflecting national policy in terms of sequential and impact test</p> <p>ii. Introduce more specific policies explicitly limiting edge and / or out of centre retailing to bulky goods whether changes of use, new development, or extensions to existing stores</p> <p>iii. set local thresholds for sequential and impact tests for new floorspace.</p>
<p>T3 To 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.</p>	<p>Current policy will not achieve this objective as improvements to linkages are not planned.</p>	<p>There is a need to consider and test alternatives through LTP3 delivery. Options could include:</p> <p>i. Northern Orbital Bus Corridor (west)</p> <p>ii. Northern Orbital Bus Corridor (central)</p> <p>iii. Northern Orbital Bus Corridor (complete)</p>



<p>T4 To 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.</p>	<p>There are large numbers of people commuting into and out of the borough. Current UDP policy does not specifically support or promote Strategic Park and Ride.</p>	<p>There is a need to consider and test alternatives through the Local Transport Plan (LTP3) delivery. If, through tests, Strategic Park and Ride proves to be beneficial and viable, options will include:</p> <ul style="list-style-type: none"> i. General supportive policy within the Core Strategy ii. General supportive policy within the Core Strategy with allocation of site(s) in the allocations Development Plan Document
<p>T5 Increase the movement of freight by rail and water whilst ensuring that there is minimal detrimental effect as a result of increased swing bridge openings on the Manchester Ship Canal.</p>	<p>The UDP does not specifically address this - a policy was not saved as it largely repeated national guidance.</p>	<ul style="list-style-type: none"> i. Continue to rely on national policy to assess development ii. Include a general Core Strategy Policy iii. Identify through site specific (e.g. For Parkside, Port Warrington) policies the potential to contribute to increasing the movement of freight by rail and water.
<p>T6 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.</p>	<p>Existing UDP policy encourages walking and cycling on both on and off-road routes and identifies a greenway network.</p>	<p>The current policy approach is a sound basis to achieve the objective. Further detail could be added to Core Strategy policy to identify where improvements to the network could take place, where delivery mechanisms can be specified</p>
<p>T7 Ensure new and existing development such as employment and schools explore demand management measures as part of travel planning to reduce dependence on the private car and encourage alternative modes of travel.</p>	<p>The UDP and adopted Supplementary Planning Document require Travel Plans.</p>	<p>There is no need to identify alternative policy options as it is considered the current policy approach will achieve the objective. The Core Strategy will look to continue this approach.</p>



<p>T8 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.</p>	<p>The UDP would allow such improvements, but is not proactive in achieving them.</p>	<ul style="list-style-type: none"> i. Include a general accessibility policy in the Core Strategy ii. Include a general accessibility policy in the Core Strategy supported by site specific DPD / SPD to achieve improvements
<p>T9 To make key locations including Warrington Hospital are more sustainable, by ensuring that accessibility by public transport, cycling and walking, particularly from deprived areas, is assessed and improved</p>	<p>The UDP would allow such improvements, but is not proactive in achieving them</p>	<ul style="list-style-type: none"> i. Include a general accessibility policy in the Core Strategy ii. Include a general accessibility policy in the Core Strategy supported by site specific DPD / SPD to achieve improvements
<p>T10 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.</p>	<p>The designation of Air Quality Management Areas within the borough identifies that further work in relation to air quality issues should be undertaken. Other objectives set out will help ensure the implementation of demand management measures and the provision of realistic alternatives to using the private car.</p>	<ul style="list-style-type: none"> i. Reflect the designated Air Quality Management Areas in the Core Strategy with associated policy ii. Include a criteria based Air Quality policy in the Core Strategy iii. Include as an aspect of the Development Management policies
<p>Evidence Base</p>		
<p>Warrington Local Transport Plan 2 and Local Transport Plan 3 (in development) Warrington Transportation Framework Multi Modal Transport Model</p>		



Warrington's Centres

Vision - in 2026....

Warrington town centre is a successful and competitive sub-regional centre. The centre is accessible and attractive with strong sustainable transport links that provides the focus of the borough for retail, leisure, culture, entertainment and business. Comparison retailing in the centre is underpinned by an attractive retail offer in Golden Square. This is complemented by a wider mix of uses including convenience retail in newly regenerated areas around Bridge Street. Beyond the retail core, the centre is enhanced by renewed fringe and gateway areas which have become integrated more effectively with the town centre. The centre provides plenty to do and see for people of all ages and interests throughout the day

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.

Current Policy Approach

Current policy set out as National Guidance in PPS4. The UDP designates a primary shopping area and primary frontages within the town centre which protect these areas for primarily retail uses. Alongside the town centre the UDP designates a hierarchy of centres including district, neighbourhood and local centres.

Objectives

WC1 To provide for retailing in the borough over the plan period 2011 – 2026

Performance of Current Policies

The updated retail and leisure study provides evidence that there is currently no need for further retail allocations, but suggests that Bridge Street and Wireworks should be identified for further town centre uses. The study also acknowledges the aspiration of a neighbourhood centre in Chapelford.

Options

In the absence of any need to identify and allocate additional sites for retail development, there is no need to identify options at this stage. Ongoing commitments and initiatives at Time Square/Bridge Street and The Wireworks will however be identified as strategic locations for the delivery of the Core Strategy



<p>WC2 To reduce the level of vacancies within the primary shopping area of the centre</p> <p>WC3 To make provision for a diverse range of town centre uses and developments, including offices, leisure, entertainment, food & drink, and culture whilst not undermining the strength of the retail core</p>	<p>The level of vacant shops in the Primary Shopping Area is a cause for concern. Impacts of some key stores relocating to Golden Square have been compounded by the recession. In order to address this, the current and outdated definitions of the town centre boundary, primary retail core and primary shopping frontages will need to be reviewed to reflect the new focus of retail development and review what mix of uses is appropriate.</p>	<ul style="list-style-type: none"> i. Retain current town centre boundary, primary shopping area and primary retail frontages. ii. Amend town centre boundary, primary shopping area and primary retail frontages iii. Amend town centre boundary, primary shopping area and do not define primary retail frontages
<p>WC4 To 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.</p>	<p>Issue a) There is a well-established hierarchy of centres defined in the UDP, and policies are in place that reflect national guidance at the time. It is now a number of years since this hierarchy was identified and circumstances have inevitably changed with the passage of time.</p> <p>The updated retail centres report suggests some re-designation is needed in the hierarchy of centres.</p> <p>Issue b) The Retail Study highlights the particular threat of continuing edge and out-of centre retailing to the health of the town centre, unless limited to 'bulky goods'</p> <p>Issue c) There is currently no requirement for new retail floorspace of less than 2,500 sqm in edge of or out of centre locations to satisfy sequential or impact tests. New PPS4 invites local authorities to set a lower threshold based on local circumstances.</p> <p>Issue d) 'Trade Counters' are a growing phenomenon.</p>	<p>Issue a):</p> <ul style="list-style-type: none"> i. Maintain current hierarchy and list of centres ii. As above but amend list of centres iii. Review current hierarchy and list, particularly at neighbourhood / local level. <p>Issues b) and c)</p> <ul style="list-style-type: none"> i. Maintain current general policy reflecting national policy in terms of sequential and impact test ii. Introduce more specific policies explicitly limiting edge and / or out of centre retailing to bulky goods whether changes of use, new development, or extensions to existing stores iii. set local thresholds for sequential and impact tests for new floorspace. <p>Issue d):</p> <ul style="list-style-type: none"> i. Introduce specific policy relating to trade counters in industrial areas alongside existing policy approach. ii. Retain and amend current policy to make specific reference to trade counters.



Warrington's Centres

<p>WC5 To set guidelines for the level of additional provision that would be appropriate to the role, function and catchment of the other centres.</p>	<p>There is presently no specific policy setting the appropriate scale of development across the retail hierarchy.</p>	<p>i. Retain current approach with no specific reference to floor space limits ii. Introduce the floorspace limits recommended in the 2006 retail and leisure study & 2009 update</p>
<p>WC6 To set a framework for the preparation of masterplans / strategies relating to the improvement and management of identified District and Neighbourhood centres in the retail hierarchy and develop their roles as community hubs</p>	<p>Further work is required to establish appropriate uses and masterplans for some areas</p>	<p>i. Identify where further masterplanning may be necessary ii. Allow opportunities to arise as and when appropriate</p>
<p>WC7 To promote and support the priority regeneration and renewal of Time Square and the Market area (The Bridge Street Quarter), ensuring that the Market is retained and improved.</p>	<p>The current policy approach would assume an equal priority for all sites within the town centre</p>	<p>i. Allow the market to decide priorities ii. Include specific reference to priority areas within town centre policy.</p>
<p>WC8 To promote key 'gateway' sites as opportunities to improve linkages with and support the image, vitality, role and function of Warrington Town Centre</p>	<p>Further work is required to establish appropriate uses and masterplans for some of the fringe areas</p>	<p>i. Identify where further masterplanning may be necessary ii. Allow opportunities to arise as and when appropriate</p>
<p>WC9 To 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.</p>	<p>Current policy identifies wider waterfront as a potential regeneration area.</p>	<p>i. Identify where further masterplanning may be necessary ii. Allow opportunities to arise as and when appropriate</p>
<p>Evidence Base</p>		
<p>The Warrington Retail and Leisure Study (2006) and Update (2009) Warrington Town Centre Strategy (2003) Warrington Retail Centres Report (2009) Town Centre Health Check (2009)</p>		



Office Assessment Study
Local Economic Assessment (in preparation)
Annual Property Review (2009)



Built Environment

Vision - in 2026....

Warrington is a modern, attractive place. Approaches and gateways to the town are improved, and the River Mersey waterfront is a place worth visiting. 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 is improved and forms an integral role in the quality of environment for local residents.

Protection of the built environment is maintained and supplemented by a programme of managed enhancements to Conservation Areas and the historic environment. 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 and natural environment that Warrington possesses are well managed and looked after.

Current Policy Approach

The UDP contained a comprehensive set of policies for Listed Building and Conservation and introduced a "Local List". Not all of these policies have been "saved" however as they largely repeated national guidance. New national guidance has recently been issued, which differs in style and content.

A programme of Conservation Area Appraisals has commenced.

Objectives

- BE1** To identify, conserve and where appropriate enhance, the borough's historic assets and their settings, including
- Listed Buildings and Structures Conservation Areas
 - Buildings and Structures of Local Importance
 - Scheduled Ancient Monuments
 - Areas and Sites of Archaeological Significance

BE2 To ensure that the identified historic assets play their full part in the social, economic and environmental life of the Borough, for example by

Performance of Current Policy

A comprehensive evidence base and associated policies are well established. However many policies in the UDP repeated national guidance and have not been 'saved'. A new PPS has now been published. Good progress has been made on Conservation Area Appraisals, especially in the town centre

The policy framework provides a backcloth to ensure that development management takes heritage issues fully into account

Options

- i. Establish a fully comprehensive evidence base to encompass local evidence regarding heritage assets.
- ii. Maintain and inform the historic evidence base within the borough to reflect further appraisals as part of an ongoing evaluation.

- i. Maintain passive approach through development management



<p>encouraging visitors to support the local economy, and sustainably re-using and enhancing heritage assets as an inherent part of place shaping and regeneration</p>		<ul style="list-style-type: none"> ii. Adopt a more proactive approach by identifying specific opportunities and implementing Management Plans iii. Raise profile of historic assets in regeneration initiatives
<p>BE3 To achieve the high quality, inclusive and sustainable design of buildings, places, spaces, sites and streets</p>	<p>The UDP includes a range of design policies but sustainable design / construction not addressed. No reference to up to date standards such as Building for Life, or the Sustainable Construction Code.</p>	<ul style="list-style-type: none"> i. Maintain current approach of a range of policies relating to different aspects of design ii. Introduce a single, comprehensive design policy supported by including relevant sections in the Design and Construction Supplementary Planning Document.
<p>Evidence Base</p>		
<p>The Statutory List of Buildings and Structures of Architectural and Historic Interest in Warrington The Local List Conservation Area Designation Reports Conservation Area Appraisals Village Design Statements Bridge Street Area SPD Public Realm Strategy Building for Life Assessments</p>		



Green Infrastructure

Vision - in 2026....

The borough's distinctive landscape assets have been identified, protected and enhanced as part of an integrated multi-functional network of public and private green spaces and water areas both within and around Warrington's built environment. Important habitats and species have been identified and protected.

The 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.

Current Policy Approach

Many individual elements of Green Infrastructure are identified and protected in the UDP. These include areas protected for bio-diversity interest, playing fields, green spaces, and green networks within the built up areas by reference to specific sites and as a principle. Canals, waterways, trees and woodlands are also included in other policies.

Objectives

- G11** To identify, conserve, diversify and where appropriate extend the existing multi-functional network of green infrastructure in the urban and rural areas of the borough incorporating:
- Places for outdoor relaxation and play
 - Space and habitat for wildlife with access to nature for people
 - Amenity space that has no other formal designation
 - Climate change adaptation - for example flood alleviation and cooling urban heat islands.
 - Opportunities for environmental education
 - Local food production - in allotments, gardens and through agriculture

Performance of Current Policy

Aspects of the policy wordings used in the UDP is likely to repeat National Guidance and may no longer be necessary.

The current shift from protection of individual assets to more holistic approach of managing assets collectively and enhancing their functionality is not reflected in the UDP. Factors such as quality, accessibility and links to climate change are now more important.

Options

Options – principles:

- i. Retain existing approach of separate policies for each aspect of Green Infrastructure
- ii. Integrate all aspects of Green Infrastructure into a single policy
- iii. Rely on National Planning Policy

Options – sites/networks

- i. Retain and update existing separate site listings



<ul style="list-style-type: none"> Improved health and well-being – lowering stress levels and providing opportunities for exercise Access to high quality opportunities to participate in sport and recreation <p>and including key sites and areas of international, national, regional and local significance for bio-diversity, geodiversity, trees and areas of woodland, playing fields, farmland, wildlife corridors, and the courses and environs of rivers and canals</p>		<ul style="list-style-type: none"> ii. Integrate all existing sites into a single list and tabulate functionality iii. As above but with the inclusion of additional site categories eg canals, water bodies, flood alleviation areas, etc
<p>GI2 To 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</p>	<p>UDP and related SPD provide a good basis for ensuring that new development makes the necessary provision for many aspects of Green Infrastructure, but some revision necessary to address, for example, climate change considerations</p>	<ul style="list-style-type: none"> i. Retain current approach of making provision for separate elements of Green Infrastructure ii. Integrated approach to address all aspects together.
<p>GI3 To promote and support the Council's Greenways and Healthy Lifestyles Strategy, and in particular initiatives relating to strategically important locations at:</p> <ul style="list-style-type: none"> The Mersey Valley Sankey Valley Park Walton Hall Gardens Victoria Park Orford Park 	<p>No explicit reference to health related benefits, and no site specific proposals due to resource limitations</p>	<ul style="list-style-type: none"> i. Add health as an attribute to overall functionality of Green Infrastructure ii. Include a general health promotion policy and identify general locations iii. Include as an element of site specific proposals (see Building Block references to specific sites)
<p>GI4 To 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.</p>	<p>A review of best practice is necessary. Initiatives in Wigan / Salford regarding the Mosses need to be considered and reflected where appropriate.</p>	<ul style="list-style-type: none"> i. Maintain current policy approach with the emphasis on development management ii. Consider the scope for establishing a more pro-active approach to the management of the countryside



Green Infrastructure

<p>G15 To protect and enhance landscape and townscape character where appropriate</p>	<p>Whilst the landscaping of new development is currently considered, current UDP policy only makes reference to the character and appearance of the area.</p>	<p>i. Include a specific Core Strategy policy ii. Include in more general development management policies.</p>
<p>Evidence Base</p>		
<p>Warrington Landscape Character Assessment (in progress) Warrington Playing Pitch Strategy (2003) (update in progress) Warrington Bio-Diversity and Habitat Survey Warrington Mineral Resource Assessment 2009 Liverpool City Region Green Infrastructure Strategy Green Infrastructure Core Strategy Background Paper</p>		

Minerals and Waste

Vision - in 2026....

The Borough has sufficient facilities to meet its own waste management needs including landfill capacity. A waste treatment facility to manage residual municipal waste generated within the Borough is operational.

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.

Viable mineral deposits have been identified and protected so that they are not sterilised by development. Mineral development is only taking place in an environmentally acceptable manner.

Current Policy Approach

The current approach in the UDP makes no site specific provision for mineral extraction or for the disposal or disposal of waste. There are, however, substantial criteria based development management policies at the national, regional and local level.

Objectives	Performance of Current Policy	Options
<p>MW1 To achieve a reduction the amount of waste produced in the borough and treat waste at as high a level of the waste hierarchy as possible.</p> <p>MW2 Radically reduce the proportion of waste going to landfill sites, by providing appropriate facilities:</p> <ul style="list-style-type: none"> • for re-use • for recycling • for recovery of energy from waste • and / or enter into a partnership arrangement with private or public bodies to secure satisfactory provision of suitable waste management facilities. <p>MW3 Ensure appropriate capacity of landfill remains for residual waste not re-used, recycled or recovered.</p>	<p>In accordance with increasingly stringent European and National legislation the Borough's approved Municipal Waste Management Strategy aims to achieve a sustainable waste management strategy for the Borough.</p> <p>Recycling rates are improving and waste sent to landfill continues to be reduced.</p> <p>At a regional level a Sustainable Consumption and Production Action Plan for England's Northwest has been produced.</p>	<p>To treat waste at as high a level of the waste hierarchy and ensure appropriate facilities:</p> <ol style="list-style-type: none"> i. Identify specific sites for a range of waste management facilities in the Core Strategy ii. Set out a clear criteria based policy for the assessment of planning applications in the Core Strategy and identify specific sites for a range of waste management facilities in a separate Development Plan Document iii. A mixture of the above



Minerals and Waste

<p>MW4 To reduce the amount of wastes imported into the Borough having regard to regional and sub regional needs for waste management facilities.</p>	<p>The Borough Council has limited powers to actively reduce the amount of wastes imported into the Borough. In the event that planning applications are submitted for additional waste management facilities the Borough Council will process such applications through the normal development control procedures.</p>	<p>The options relating to the provision of waste management facilities (above) are relevant.</p> <p>The Waste Needs Assessment (2009) which will inform estimates of required capacity is based on the waste management needs of Warrington Borough.</p>
<p>MW5 To ensure that known viable mineral resources are protected from development that would sterilise the resource.</p>	<p>Limited applications for mineral development have not brought about significant issues relating to mineral extraction. The small scale developments which have been approved have been subject to compliance with existing UDP policies.</p>	<p>i. Identify and safeguard important mineral resources</p> <p>ii. Set out a clear criteria based policy for the assessment of planning applications. And control of mineral workings</p> <p>iii. Both of the above</p>
<p>MW6 To only permit mineral extraction where the mineral can be exploited in a sustainable manner.</p>		
<p>MW7 Ensure that the extraction of aggregates is undertaken in accordance with the requirements of regional and sub regional apportionment targets.</p>		
<p>Evidence Base</p>		
<p>Warrington Waste Needs Assessment 2010 (in preparation) Study into Minerals Resources in Warrington 2010 (in preparation) Sustainable Consumption and Production Action Plan for England's Northwest 2010-2012 Regional Waste Strategy (2004) and emerging update Identification of Nationally, Regionally and Sub-Regionally Significant Waste Management Facilities in the North West</p>		

Inequalities

Vision - in 2026...

Disparities and inequalities that existed across the borough have been significantly reduced. Growth has reinforced existing neighbourhoods and has provided high quality, safe, secure, green and inclusive living environments that meet residents needs and encourages healthy lifestyles and reduces health inequalities.

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.

There is equality of opportunity regardless of race, ethnicity, gender, sexual orientation, disability, socio-economic status, age, religious beliefs, political beliefs, or other ideologies and cultural differences. There is understanding that each individual is unique and recognition and respect for individual differences.

The needs of older people, vulnerable people, children and young people and minority groups are being met.

Warrington has a more diverse and inclusive population where people can reach their full potential. There is greater mix and cohesion within and between our communities.

Current Policy Approach

The Council's Closing the Gap framework sets out key themes, measures and pioneer projects which aim to tackle inequalities in the borough. A number of other plans and strategies look to address inequalities issues such as: the Health Inequalities Strategy, Stronger Together in Warrington, Warrington Worklessness Strategy, A Strategy for an Ageing Population, Warrington Children and Young People's Plan, and the Credit Crunch Task Group. The Closing the Gap framework does not attempt to rewrite or replace these programmes and plans, but identify gaps and synergies between them.

Policy SOC1 in the Unitary Development Plan addresses social progress and refers to inclusive transport, crime and health, children, women and the elderly, impaired mobility and minority groups with identified needs. A number of other policy areas may indirectly contribute to reducing inequalities in the borough. Transport, Green Infrastructure, housing and the economy can all help to improve physical and mental health and wellbeing.

There is an increasing need to continue to improve health through planning policies - this is dealt with in the Health, Public Safety and Crime section of this document.





Inequalities

Objective	Performance of Current Policy	Options
<p>I1 To ensure a more civilised town centre by increasing the diversity of uses and reducing the prevalence of vertical drinking.</p>	<p>Current policy protects primary frontages designated within the town centre for retail only use. the current and outdated definitions of the town centre boundary, primary retail core and primary shopping frontages will need to be reviewed to reflect the new focus of retail development and review what mix of uses is appropriate.</p>	<ul style="list-style-type: none"> i. Retain current town centre boundary, primary shopping area and primary retail frontages. ii. Amend town centre boundary, primary shopping area and primary retail frontages iii. Amend town centre boundary, primary shopping area and do not define primary retail frontages
<p>I2 Ensure all areas have an accessible local centre and / or local hub with access to fresh food and appropriate services and facilities including skills shops, learning opportunities and community services.</p>	<p>Town centre uses are directed towards designated centres through the national policy approach. The current policy framework has a hierarchy of centres to deliver local services which are well distributed across the borough although evidence does recommend that 3 new local centres should be identified.</p> <p>Neighbourhood hubs are an emerging concept that need to be integrated with the current hierarchy of centres.</p>	<ul style="list-style-type: none"> i. To retain the current centre hierarchy and develop their roles to provide local services and facilities. ii. To amend the current hierarchy to include additional centres and review the position of existing district, neighbourhood and local centres. iii. To amend the current hierarchy to include additional centres and hubs and clarify their different roles
<p>I3 Ensure access from areas of income deprivation to employment and areas of business growth to raise aspirations, economic activity and income levels</p>	<p>Current policy approach provides a range of employment areas across the borough some of which are accessible by public transport from identified deprived areas. Current policy directs office development towards existing centres, but more general employment is allowed across the borough. New development is encouraged to adopt Green Travel Plans.</p>	<ul style="list-style-type: none"> i. Look to locate new employment development in the inner areas of Warrington in close proximity to areas of deprivation ii. Continue to require new development to produce Green Travel Plans iii. As above but look to implement more pro-active linkages between areas of employment and areas of deprivation.



<p>14 To 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.</p>	<p>Many individual elements of environmental improvements in the borough are identified and protected in the UDP. These include bio-diversity, playing fields, green spaces, and green networks within the built up areas by reference to specific sites and as a principle.</p>	<p>i. To continue to improve the environment and landscapes through planning obligations and / or tariffs ii. To provide further guidance on design and encourage high quality environments through the inclusion of a section in the Design and Construction Supplementary Planning Document. iii. To continue to support and enhance Greenway networks and access to play and open spaces through GI policies</p>
<p>15 To increase housing choices in areas of deprivation through the delivery of a variety of type and tenure of new homes</p>	<p>Monitoring of housing in deprived areas shows a healthy mix of type and tenure of new homes, responding well to the needs identified in the Strategic Housing Market Assessment (SHMA)</p>	<p>The current policy framework is performing well and there is no need to look at alternative policy options.</p>
<p>16 To 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</p>	<p>There is no evidence that affordable housing is inappropriately located. There is, however some concern over small room sizes associated with some house types.</p>	<p>i. Maintain current approach ii. Introduce policy or Supplementary Planning Document to set minimum room sizes</p>
<p>Evidence Base</p>		
<p>The Warrington Strategic Housing Land Availability Assessment (2009) Annual Housing Land Assessments 2002 – 2008 Annual Employment Land Assessment Reports 2002 onwards (and pre-2002 archive) The Warrington Employment Land Review 2009 Warrington Retail and Leisure Study 2006 & 2009 Warrington Closing the Gap Framework (2010)</p>		



Health, Public Safety and Crime

<p>Vision</p> <p>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 led to improved health and a reduction in pollutant levels.</p> <p>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.</p> <p>All new development incorporates crime reduction measures and crime remains well below the national average.</p>		
<p>Current Policy Approach</p> <p>A number of policy areas contribute to the improvement of health and wellbeing in the borough. Transport, Green infrastructure, housing and the economy can all help to improve physical and mental health and wellbeing.</p> <p>There is an increasing recognition of the need to continue to support health improvement through planning policies.</p>		
<p>Objectives</p> <p>HP1 To improve access to quality healthcare through the ongoing provision of new and improved healthcare facilities in locations that are accessible by public transport</p> <p>HP2 To reduce crime, the fear of crime, and anti-social behaviour, particularly in town centres and in the most deprived neighbourhoods through good design, high quality and visible</p>	<p>Performance of Current Policy</p> <p>Proposed new facilities are not subject to any sequential approach or policy to co-locate with other services</p> <p>Current design policy may help to contribute to improved Neighbourhoods which in turn help to reduce anti-social behaviour and fear of crime.</p> <p>A section on Crime and Design was included in the Design and Construction Supplementary Planning Document that was the subject of consultation earlier</p>	<p>Options</p> <p>i. Continue to allow new facilities in an ad hoc manner</p> <p>ii. Clarify priorities to locate such developments either in existing centres or new hub facilities</p> <p>i. Continue with current design policy approach</p> <p>ii. As above, but with more detailed guidance provided in the Design and Construction Supplementary Planning Document.</p>



<p>environments, and by raising aspirations and social responsibility through education and training for employment.</p>	<p>this year. The document will be amended as a result of consultation and is expected to be adopted in September.</p>	
<p>HP3 To promote 'Building for Life' in residential development.</p>	<p>Current policy may secure 'Building for Life' standards but at present there is no more detailed design guidance.</p>	<p>i. Continue with current design policy approach As above, but provide more detail in the Design and Construction Supplementary Planning Document.</p> <p>ii.</p>
<p>HP4 To provide sport, recreational and cultural facilities in locations which are accessible for all.</p>	<p>The current policy approach aims to ensure an appropriate level of provision of open space and recreation facilities in each area. Town centre uses including leisure, entertainment facilities, and the more intensive sport and recreation uses as well as arts, culture and tourism development are directed towards the most accessible places i.e. existing centres in accordance with current policy</p>	<p>There is no need to identify alternative policy options as it is considered that the current policy approach will achieve the objective. The Core Strategy will look to continue this approach</p>
<p>HP5 To identify, conserve, diversify and, where appropriate, extend, the existing multi-functional network of green infrastructure in the urban and rural areas of the borough incorporating:</p> <ol style="list-style-type: none"> 1. Places for outdoor relaxation and play 2. Local food production - in allotments, gardens and through agriculture <p>Improved health and well-being – lowering stress levels and providing opportunities for exercise.</p>	<p>Many individual elements of Green Infrastructure are identified and protected in the UDP. These include bio-diversity, playing fields, green spaces, and green networks within the built up areas by reference to specific sites and as a principle.</p> <p>Aspects of the policy wordings used in the UDP is likely to repeat National Guidance and may no longer be necessary.</p>	<p>i. To continue to secure accessible facilities through planning obligations and / or tariffs</p> <p>ii. To provide further guidance on design and encourage high quality environments through the inclusion of a section in the Design and Construction Supplementary Planning Document.</p> <p>iii. To continue to support and enhance Greenway networks and access to play and open spaces through Green Infrastructure policies</p>

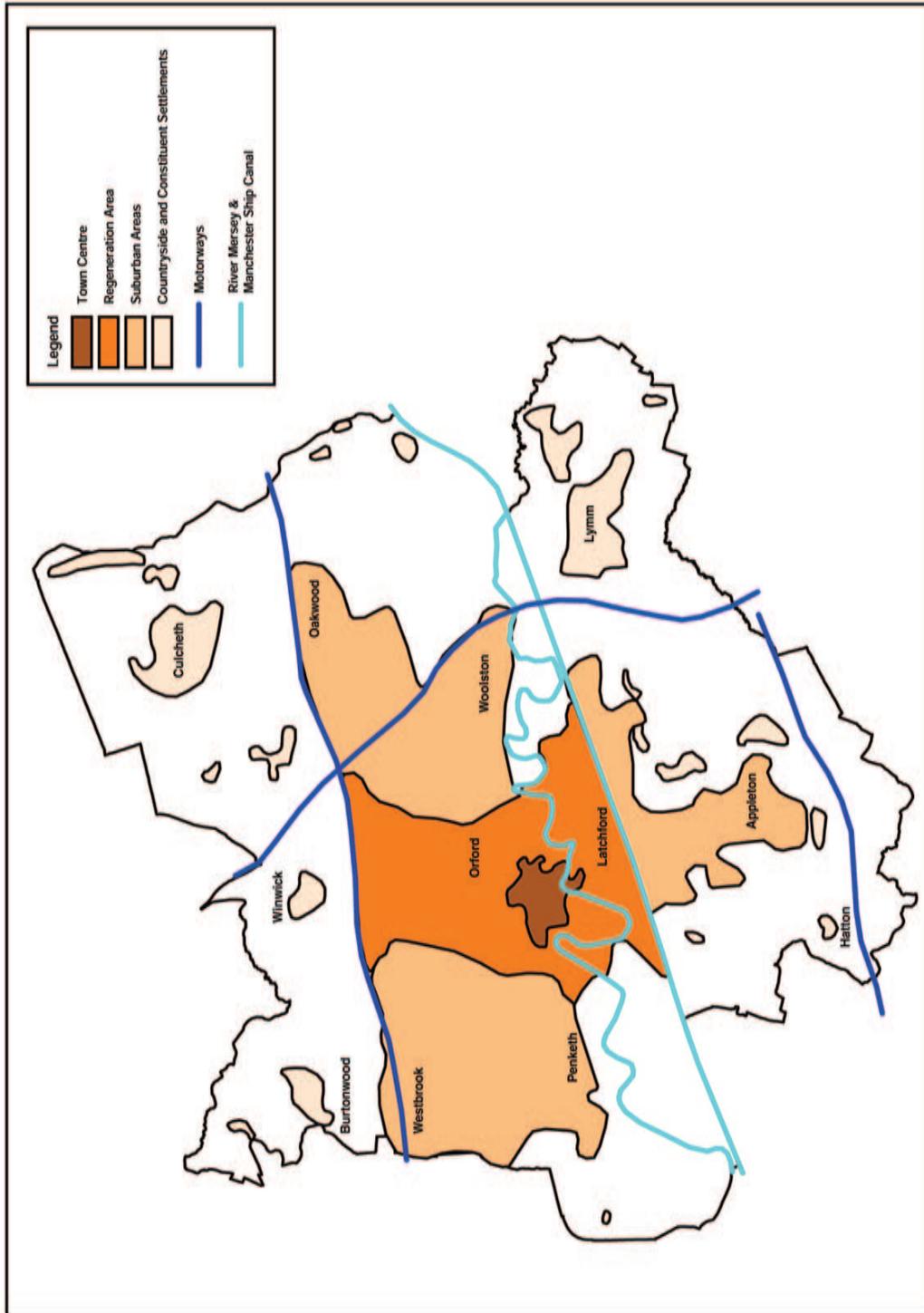


Evidence Base

The Warrington Strategic Housing Land Availability Assessment (2009)
Annual Housing Land Assessments 2002 – 2008
Annual Employment Land Assessment Reports 2002 onwards (and pre-2002 archive)
The Warrington Employment Land Review 2009
Warrington Landscape Character Assessment (in progress)
Warrington Bio-Diversity and Habitat Survey (in progress)
Liverpool City Region Green Infrastructure Strategy
Green Infrastructure Core Strategy Background Paper



The Building Blocks





The Town Centre

Vision - in 2026....

The town centre is accessible, safe and attractive, 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.

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.

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 the Wireworks. Bank Park is a well used, valuable asset for the town centre.

The town centre has expanded to accommodate a wider range of uses. Delivery of the Arpley Chord has meant that the physical links between the town centre and the waterfront areas are 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.

How the key issues relate to the building block:

The town centre is fundamental to Warrington's status within the region (**Where is Warrington?**). It is important that development is brought forward to consolidate its position in the regional hierarchy, but also to appropriately support the town and borough's population with a wide variety and diversity of uses (**Warrington's Centres**). Increasing the uses within the centre will help address the current level of vacancies and will also start to extend the activity from day time to evening, addressing antisocial behaviour through natural surveillance.

The town centre is also vital to the borough's **economy** in terms of commercial activity and its potential to flourish as an office and business location.

Flooding is an important consideration for development in the town centre (**sustainability and climate change**) with areas of the town centre susceptible to flooding, which could increase over time due to the impacts of climate change.

The town centre functions as the borough's regional **transport** hub, with two train stations and a bus interchange providing good borough wide, regional and national accessibility by public transport which should be capitalised on to address congestion and air quality issues.



The **built environment** and **green infrastructure** issues are both of relevance given the Mersey corridor passing through the area, the importance of the town centres green spaces and the desire to create a clear, legible and distinctive town centre with high quality public realm.

Location	Key Sites	Status	Objective(s)	Is strategic intervention required?	Options
General Town Centre		Linkages between key parts of the town centre could be improved and parts of the urban fabric need "mending"	TC1 To create an urban form that is easily read and navigated and which engenders civic pride and discourages anti-social behaviour	A public realm strategy has been produced. This should be integrated with a town centre urban design framework and embedded into the statutory planning framework	<ul style="list-style-type: none"> i. A general Core Strategy design policy ii. A general Core Strategy design policy supplemented by a section covering urban design in the Design and Construction Supplementary Planning Document
Bridge Street Area	Time Square Bridge Street The Market	A Masterplan and supporting SPD has been prepared. The Council has extended its land ownership in the area and is seeking a development partner.	<p>TC2 Work with partners to bring forward a high quality mixed use development in the Bridge Street Area.</p> <p>TC3 Increase the diversity, range and quality of uses in the area including the introduction of a cinema and the rehabilitation of the market</p> <p>TC4 Tackle anti-social behaviour arising from the night time economy</p>	<p>The Council is actively promoting this key site in the heart of the town centre, and has published a Supplementary Planning Document</p>	<ul style="list-style-type: none"> i. No further action ii. Identify the area as a strategic location suitable for a mix of town centre uses including retail, leisure, hotel, food and drink, cinema offices, and apartments. iii. Define a specific site as a Strategic Allocation for this range of uses



The Town Centre

Palmyra Quarter	Parr Hall Library Museum Art Gallery Queens Gardens	Modernisation and remodelling to link together and open up a new front onto Palmyra Square under consideration.	TC5 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	No specific intervention is considered necessary as objectives could be achieved through service improvements and investment and general planning policy support for town centre uses.
Golden Gardens	Garven Place Baths site Bank Park Town Hall	There is the potential to create a large development site between Leigh Street and the Town Hall Complex, suitable for a range of town centre uses and offering an opportunity to link the development to the creation of a much improved Bank Park.	TC6 Improve the setting of the Town Hall by making Bank Park an attractive Town Centre Park TC7 Bring Forward appropriate town centre development in the Bank Park area which mends the urban form.	<p>A Draft SPD was published in March 2010, and the Council will seek a development partner in the near future.</p> <ul style="list-style-type: none"> i. Finalise and publish the Supplementary Planning Document ii. As above, & define as a Strategic Location iii. Consider in a separate Development Plan Document in due course
The Central Hub	Wireworks Central Station	Considered a key site at the front door of the town centre from the north, and from Central Station. A number of ambitious development	TC8 Develop employment uses in the Central Hub area to generate growth especially in indigenous sectors and higher value jobs	<p>This important site has a long history of approved proposals that have failed</p> <ul style="list-style-type: none"> i. Identify the area as a Strategic Location suitable for a mix of



		<p>schemes have been approved over the years but none has come to fruition. Now seen as potentially a significant opportunity for office based employment development in view of its accessibility and central location.</p>		<p>to come to fruition. Delivery issues rule out option of a formal site allocation at present.</p>	<p>town centre uses including retail, leisure, offices, and apartments</p> <p>ii. Identify the area as a Strategic Location suitable for office development and small scale ancillary uses</p>
The Cockhedge Centre	Town Hill Cockhedge Mall Cockhedge Retail Park	<p>The Centre has recently publicised development proposals and has had discussions with the Council. A planning application was submitted but later withdrawn after indications that the Council could not support the scheme as drafted.</p>	<p>TC9 Promote remodelling of the Cockhedge mall to achieve better links and integration with the town centre.</p> <p>TC10 Look at the potential of underutilised and underperforming gateway areas such as Cockhedge retail sheds and School Brow through masterplanning</p>	<p>Intervention may be required to deliver strategic wider benefits of developing smaller sites, so a piecemeal approach is not taken</p>	<p>i. Do nothing at present, but possibly consider in an Allocations Development Plan Document later</p> <p>ii. If a supportable revised scheme comes forward, promote as a Strategic Location</p> <p>iii. Prepare Masterplan to guide proposals towards a good scheme.</p>
Warrington Waterfront	Bridgefoot and Arpley Bus Depot Old Wilderspool Stadium	<p>Warrington Waterfront is one of the key long term aspirational sites identified in the Regeneration Framework. A key factor in unlocking the potential of this area is the possible Chord Rail Line to</p>	<p>TC11 Work with partners towards delivery of the Arpley Chord which could open up areas of the wider waterfront for regeneration in the longer term.</p>	<p>Intervention is required. A masterplan for the Warrington Waterfront has already been issued and is a key long-term site in the Regeneration Framework.</p>	<p>i. Identify as a Strategic Location in the Core Strategy</p> <p>ii. Further consideration of options to support the Strategic Location</p>



The Town Centre

					cannot be developed until the outcome of the Chord Line Study is known.
				make Latchford siding redundant. This is under detailed investigation at present.	
			St James Court Spectra site south of Centre Park		

Regeneration Area

Vision - in 2026....

The regeneration area has been the focus of housing provision and development over the last 15 years and the area has benefited 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. 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. Improvements to the area and its links to other areas have meant that environmental, accessibility, and quality of life disparities have been reduced. 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 the regeneration area are continuing to emerge but are at a low level, and opportunities presented by larger Greenfield sites such as Peel Hall are being examined.

The A49 corridor has been renewed and improved to provide new employment opportunities and an improved appearance. The A49 is less congested and public transport provides a high quality service thanks to a successful park & ride scheme and bus priority measures.

Sankey Valley Park has an enhanced role as a popular visitor attraction, and is a core element of the borough's green infrastructure with strong links to the Mersey Valley corridor and the Green Belt around Warrington.

The wider waterfront area is being considered for development and infrastructure is being assessed and put into place.

How the key issues relate to the building block:

Housing provision is important within the Regeneration Area - the area needs to support a more balanced housing offer to encourage people to stay in the area and sustain communities. The maximum benefits should be secured from the re-use and redevelopment of underused, vacant and derelict land, whether this be through housing, economic or mixed use development.

The area's contribution to the **economy** of the borough is also significant with the Waterfront providing a unique opportunity to extend the town centre to look towards and utilise the River Mersey. The A49 corridor could be much improved to provide a more attractive business and commercial environment on a key route into the town (**transport, built environment, green infrastructure**). Existing employment areas within the building block will need to be carefully managed to ensure employment opportunities are maintained and improved and not lost. The area could also contribute to the visitor **economy** by improving and enhancing facilities at Sankey Valley Park, whilst ensuring the **green infrastructure** is maintained and extended and functionality improved.

Addressing issues relating to **inequalities, health, public safety and crime** are fundamental to the success of this area as this is where Warrington's most deprived areas are concentrated.





Regeneration Area

Location	Key Sites	Status	Objective(s)	Is strategic intervention required?	Options
The Northern Spine A49 Corridor	The Fiat Site	Currently in active use as motor car parts warehouse and distribution point. Expressions of interest for retail development have regularly arisen.	<p>RA1 Create an attractive route into town with landscape enhancement</p> <p>RA2 Create a successful and vibrant business location</p> <p>RA3 Manage traffic congestion and improve the quality of public transport provision on the A49</p>	Strategic intervention is required. Although these sites are all relatively small individual sites, they are all linked by location along the A49 corridor, and together have significance	<p>i. Allow ad hoc development</p> <p>ii. Allocate as a strategic location with more specific guidance as to appropriate uses.</p>
	Alban Retail Park	Currently in retail use with a number of quasi retail uses in the surrounding area. No vacant units.			
	Orford Park	Sports village complex under construction			
	A49 / Long Lane Junction	Junction improvement plans published 2010			
	Winwick Quay	Established employment area prominent to A49			
	Capital Park	Vacant site fronting Cromwell Avenue / Calver Road			
	Fordton Leisure Centre	To close when the Orford Centre is opened for use			
	The Gas Works / Atholone Road	Gas works / depot in active use. Underutilised land to the north subject to Highway Safeguarding			



Warrington Waterfront	Farrell Street Area	Revised housing development proposals recently approved. Howley Quay currently stalled but Farrell Street now on site	RA4 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.	Short to medium term development taking place in Farrell Street / Howley Quay and Cardinal Newman may not require intervention but there is scope for the inclusion of a pro-active policy supporting the implementation of approved housing schemes. Longer term aspirations to deliver the wider regeneration of the Waterfront should be reflected in the Core Strategy so that such development is not prejudiced and appropriate infrastructure can be put into place.	i. The area is not identified in the Core Strategy ii. Core Strategy identifies area as having the potential for future regeneration and includes an appropriate policy
	Howley Quay				
	Cardinal Newman	Proposed housing linked with school improvements approved but not yet on site.			
	Riverside Retail Park	In active use			
Stronger Together neighbourhoods	Arpley Meadows	Long term aspirational site	There are not considered to be any site specific strategic issues - this will be dealt with under general housing objectives / policies. A policy to support implementation may be useful.	There are not considered to be any site specific strategic issues - this will be dealt with under general housing objectives / policies. A policy to support implementation may be useful.	
	Marsden VanplanLtd	Both sites have planning permission for housing, which has not started			
	George Harrison Scrapyard	Vacant premises at Harrison Square, uncertain future as a local centre			
	Harrison Square				



Regeneration Area

<p>Sankey Valley Park (also part of the West Suburban Area)</p>	<p>Resort & Gullivers World</p> <p>Bewsey Old Hall</p>	<p>The Council has published a Design, Development and Delivery Strategy for the Sankey Valley Resort area setting out long term aspirations to create a sub-regional attraction</p> <p>Planning permission granted for conversion to residential with enabling development granted recently on appeal</p>	<p>RA5 To support the development of an attraction of sub-regional importance and increase the length of visitors stays using local facilities.</p> <p>RA6 To support the future provision, development and management of recreational activities within the Sankey Valley</p>	<p>Some elements of the Design, Development and Delivery Strategy can be brought forward in the existing planning framework provided appropriate supporting work is undertaken.</p> <p>A promotional approach to the area may help to secure more appropriate development in places such as the Old Hall.</p>	<p>i. Rely on Development Management Policies</p> <p>ii. Identify as a Strategic Location with supportive policies setting out how development in the area will be assessed.</p>
<p>Victoria Park</p>		<p>The Council launched Project Victoria Park in 2009 with the aim of achieving widespread improvements</p>	<p>RA7 To improve the functionality of open space in the Victoria Park area and make better use of existing assets</p>	<p>This is not considered to be a strategic issue. Project Victoria Park is, in essence an enhancement / management plan.</p>	
<p>Peel Hall Farm</p>		<p>Removed from the green belt as a result of a High Court ruling a the conclusion of the UDP adoption process. Undeveloped, greenfield site not used for any active purpose at present. No planning designation applies.</p>	<p>PLAN OBJECTIVE: To establish the most appropriate short, medium and long term strategic policy framework for the site</p>	<p>Strategic intervention is required. There is an unclear policy framework at present, which is not appropriate for a site of this size.</p>	<p>The preferred option for the site will be dependent on the chosen strategic option (see Introduction). Current site options include:</p> <p>i. Do nothing</p>



				<ul style="list-style-type: none"> ii. Include in the Green Belt iii. Strategic allocation for housing and associated uses iv. Strategic location for future development needs
Forrest Way	Has planning permission for a mix of business units but no work has started on site	RA8 To achieve the delivery of employment development comprising a mix of industrial and storage uses at the site	This is not considered to be a strategic Issue	
Carrington Park	Housing development nearing completion, but 1.75ha employment site lies vacant	RA9 To achieve the completion of the development of these sites	There are not considered to be any strategic issues. A policy to support implementation may be useful. There is a need to establish whether the current highway safeguarding is required on land to the North of Ryfields retirement village. This will be concluded through testing of the Core Strategy and Local Transport Plan in the borough's Multi Modal Transport Model.	
Greenalls Distillery	Has planning permission for a mix of houses but no work has started on site			
Naylor's Timber Yard	Has planning permission for a mix of houses and work has recently started on site			
Britannia Wire	Housing development now well advanced though there is still capacity remaining			



Regeneration Area

Saxon Park East	Has planning permission for a mix of houses but no work has started on site		
Beers site, Station Road	Has planning permission for a mix of apartments / houses but no work has started on site		
MSCC Thelwall lane	Has planning permission for a mix of houses, but not work has started on site		
Edgewater Park / New World Ltd	Has planning permission for a mix of houses and work has recently started on site		
Eagle Ottawa Site, Thelwall Lane	Formerly Pierpoint and Bryan, the site is cleared and vacant, but no applications have been made to date		
Land to the north of Ryfields retirement village	Vacant site of former railway embankment that is currently protected for possible road construction.		

West Warrington



Vision - in 2026....					
Location	Key Sites	Status	Objective(s)	Is strategic intervention required?	Options
<p>Employment development has advanced at 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 appropriate development. The site has excellent public transport links and traffic impacts on the local and strategic road networks are being well managed. Gemini continues to be a successful business location.</p> <p>ChapelFord has been completed and provides a mix of house sizes and types, including affordable housing, in a safe, high quality environment. The railway station is operating successfully and is linked to Omega by a bus service, and cycle and pedestrian routes.</p> <p>The new neighbourhood centre provides a local hub for the community with health services, a primary school and local shop, and complements the existing network of local centres. Westbrook centre continues to provide for the wider area as a whole.</p> <p>Sankey Valley Park has an enhanced role as a popular visitor attraction, and as a core element of the borough's green infrastructure.</p>					
How the key issues relate to the building block:					
<p>Housing development has played an important part in shaping West Warrington with the development of ChapelFord. Completion of this site should also bring forward development of appropriate infrastructure and facilities for the new population (Warrington's Centres).</p> <p>Development of the economy will continue to shape the area with appropriate development at Gemini and the realisation of opportunities at Omega and Lingley Mere providing significant employment. Existing employment areas within the building block will need to be carefully managed to ensure employment opportunities are maintained and improved and not lost. The visitor economy will also develop through the improvement and enhancement of facilities at Sankey Valley Park - equally important for its potential to contribute to the enhancement and improved functionality of green infrastructure.</p> <p>Development in the area could have significant transport impacts which will need to be modelled and carefully assessed to ensure that they are minimised and / or mitigated.</p>					



West Warrington

Chapelford	Remaining housing phases	Work has recently resumed on housing development with support from the Quickstart scheme.	<p>WW1 To achieve the completion of the Chapelford urban village comprising:</p> <ul style="list-style-type: none"> A mix of market and affordable homes A railway station A village centre A primary school A health centre A mixed use area 	Intervention may be required to help deliver infrastructure	<p>establish deliverability of these elements of the approved masterplan and review land use components as necessary and</p> <ul style="list-style-type: none"> i. Identify as a Strategic Site ii. Produce Supplementary Planning Document
	The Railway Station	Site reserved at Outline stage with s106 funding contribution (?)			
Omega	Village Centre	Site reserved at Outline stage linked to station and village centre development	<p>WW2 To ensure that the development of Omega continues to provide for identified local economic development needs and does not undermine the development of sequentially preferable sites for office developments elsewhere.</p> <p>WW3 To introduce elements of other land uses in the interests of sustainable development, subject to conformity with related strategies, where they would help to achieve:</p>	Intervention will be required in the context of a review of the overall employment land situation, and current locational criteria including transport and infrastructure impacts.	<ul style="list-style-type: none"> i. Revise the Masterplan in the context of current local and sub-regional policy ii. Maintain employment allocations of non-strategic areas and consider options for the Strategic Site iii. Consider options for the site as a whole
	School site				
Omega	Health Centre		<p>Outline planning consent granted, and Omega North site cleared, but no work on site yet</p> <p>Safeguarded in the UDP but there is an uncertain strategic context in view of the stated desire of the Government to abolish the Regional Spatial Strategy. Any review of future uses needs to take place in the context of the overall employment land supply situation.</p>		
	Mixed Use area				
Lingley Mere	Omega North		<p>Within the broader Omega Strategic site, development has taken place including the United Utilities complex. Later phases are still available</p>		
	Remaining Phases 1 & 3				
	The Strategic Site				



<ul style="list-style-type: none"> The viability and deliverability of the economic development The provision of the necessary infrastructure Reduced impacts on the strategic road network, and reduced congestion on local roads Exemplar eco standards of design, construction and energy efficiency 	<p>Some elements of the Design, Development and Delivery Strategy can be brought forward in the existing planning framework provided appropriate supporting work is undertaken.</p> <p>A promotional approach to the area may help to secure</p>	<ul style="list-style-type: none"> The viability and deliverability of the economic development The provision of the necessary infrastructure Reduced impacts on the strategic road network, and reduced congestion on local roads Exemplar eco standards of design, construction and energy efficiency 	<p>Rely on Development Management Policies</p> <p>Identify as a Strategic Location with supportive policies setting out how development in the area will be assessed.</p>
<p>WW4 To support an attraction of sub-regional importance and increase the length of visitors stays using local facilities.</p> <p>WW5 To support future provision, development and management of recreational facilities within the Sankey Valley.</p>	<p>The Council has published a Design, Development and Delivery Strategy for the Sankey Valley Resort area setting out long term aspirations to create a sub-regional attraction</p> <p>Planning permission granted for conversion to residential with enabling development granted recently on appeal</p>	<p>Sankey Valley Park (also within the Regeneration Area)</p> <p>Resort & Gullivers World</p> <p>Bewsey Old Hall</p>	<p>i. Rely on Development Management Policies</p> <p>ii. Identify as a Strategic Location with supportive policies setting out how development in the area will be assessed.</p>



West Warrington

			<p>WW6 Safeguard the Park's heritage value including Bewsey Old Hall, RAF Burtonwood and the St Helens Canal</p> <p>WW7 Safeguard biodiversity in the Park especially at the Former Bewsey Tip.</p>	<p>more appropriate development in places such as the Old Hall.</p>
Burtonwood Services	<p>Planning permission granted for redevelopment with business units. No work on site to date</p>		<p>WW8 To achieve the delivery of employment development comprising a mix of industrial and storage uses at the site</p>	<p>There are not considered to be any strategic issues</p>
Dawson House	<p>Planning permission granted to facilitate relocation of United Utilities to main site at Omega, subject to a substantial contribution to affordable housing provision. Amended planning application involving retention of Data Centre recently approved.</p>		<p>WW9 To achieve the completion of a development comprising market homes and a significant contribution towards the provision of affordable homes</p>	<p>There are not considered to be strategic issues. Awaiting market recovery. A policy to support implementation may be useful.</p>
Westbrook Centre	<p>One of three District Centres designated in the borough. Key components are an Asda Supermarket, Cinema, Health Centre, Library and Primary School. There has been previous interest in expanding the floorspace of the Asda store.</p>		<p>WW10 To support the role of Westbrook District Centre in the town's retail hierarchy</p>	<p>No strategic intervention considered is to be necessary. The revised policy framework may provide clearer guidance for proposals to extend within recognised centres.</p>



Gemini Retail Area	A collection of out of centre retail developments, established under New Town Planning powers. Pressure to allow extensions and other forms of retailing.	WW11 To control the extension and expansion of inappropriate retail development at Gemini	No strategic intervention is considered to be necessary. Clearer guidance for out of centre development may be included in the revised policy framework
--------------------	---	--	---



East Warrington

Vision - in 2026....

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 has maintained high standards of design and landscape, providing an attractive business environment.

Opportunities for the re-use and redevelopment of sites within established employment areas at Risley and Woolston Grange continue to arise and these opportunities to incrementally improve the image, appearance, and accessibility of these areas are guided by local Masterplans.

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. This has contributed to a reduction of deprivation in the area.

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

How the key issues relate to the building block:

Employment issues are fundamental to this area. Existing employment areas within the building block will need to be carefully managed to ensure employment opportunities are maintained and improved and not lost.

The way in which people can access the employment opportunities will also be important in terms of ensuring the maximum use is made of public transport and other non-car modes (**sustainability** and **transport**).

Although the majority of Warrington's deprived areas are located within the Regeneration Area, there are pockets of deprivation which will need to be addressed in this area (**inequalities, health, public safety and crime**).

There are also areas and facilities of importance in this building block for **green infrastructure** issues.



Location	Key Sites	Status	Objective(s)	Is strategic intervention required?	Options
Birchwood Centre		The first District Centre provided under New Town Planning powers. Recent permission granted for improvements and extension, but not yet started on site	EW1 To protect and enhance the vitality and viability of local shopping provision in the area and support the role of the Birchwood Centre	No strategic intervention is considered necessary. The revised policy framework may provide clearer guidance for proposals to extend within recognised centres.	
Birchwood Park		MEPC have established a Premier Business Park at the former UKAEA complex at Risley. Key elements of the contracted UK nuclear industry still form the hub of the scheme. The Business Park is characterised by high quality design and construction, and the provision of supporting services and facilities which add to its attractiveness and sustainability. Some sites remain available for development	EW2 To support the continuing development of the MEPC Birchwood Park as a flagship sustainable and high quality business park of sub-regional importance	The site should be supported and promoted as a key site in the forward supply of employment land	<ul style="list-style-type: none"> i. Continue with current approach which identifies the area and protects is for appropriate uses ii. As above, but with a more promotional policy
Woolston Grange		One of the first purpose built employment areas constructed under New Town powers. Key location at M6 / A57 junction has made it particularly important for B8 warehousing and distribution developments. Environmental and development quality now poor in places compared with more recent developments.	EW3 To produce a masterplan and development management framework for the re-invigoration and improvement of the Woolston Grange area	There is possibly scope for a pro-active development management plan in the form of a masterplan	<ul style="list-style-type: none"> i. Carry on with existing policy approach ii. Prepare a masterplan and Development Management Framework



East Warrington

<p>Bruche Training Centre</p>	<p>The site has been acquired by HCA. It is intended that development will deliver 50% affordable housing and at least Level 4 of the Code for Sustainable Homes and as such would be an exceptional case in terms of the Council's approach to managing the housing supply. A developer will also need to demonstrate how the scheme will embrace HCA's specific Quality standards and high quality urban design requirements.</p> <p>The new government's intentions for the role and function of HCA have not yet been stated, but funding has been cut substantially. Local implications are not yet known.</p>	<p>EW4 To work with the HCA to achieve the development of a flagship sustainable, affordable, low carbon housing community</p>	<p>Strategic intervention could be required. Development proposals are at an advanced stage following preparation of a Planning / Disposal Brief. Market interest was subdued by the recession which has delayed marketing and disposal. There are issues over viability due to the requirement to pay the treasury a further receipt upon grant of planning permission.</p>	<p>i. Allocate as a flagship strategic development site in the Core Strategy</p> <p>ii. No further action pending submission of a planning brief as development will be progressed against current policy framework.</p>
<p>Woolston High School Woolston Leisure Centre and Hub</p>	<p>The school is to close in 2012. The refurbishment of the centre and the addition of community facilities is due to commence shortly. This includes a creche, a children's centre and a community library/</p>	<p>EW5 To establish the future use and development of the Woolston High School premises and grounds following its closure</p>	<p>Strategic intervention could be required. The future use / development of the school premises and grounds needs to be resolved, but this may not be a strategic issue. The Executive Board agreed in June that a formal representation process will take place for 6 weeks in July and August on proposals to potentially co-locate two existing special schools on this site. A decision will be made by the Executive Board following consultation in September.</p>	<p>There are not considered to be any strategic issues - should be addressed as part of the wider Green Infrastructure issue. It is necessary to clarify the future status of the need to safeguard a route for widening Birchwood Way.</p>
<p>Woolston New Cut</p>	<p>Plans to undertake reclamation works to a 400m section of the derelict Woolston New Cut canal and for the creation of an urban ecology park on adjacent land have recently been approved by the council. The scheme will not only improve existing wildlife habitats, but create new ones.</p>	<p>EW6 To improve the quality of open space provision in the area and make better use of existing assets such as</p>	<p>There are not considered to be any strategic issues - should be addressed as part of the wider Green Infrastructure issue. It is necessary to clarify the future status of the need to safeguard a route for widening Birchwood Way.</p>	<p>There are not considered to be any strategic issues - should be addressed as part of the wider Green Infrastructure issue. It is necessary to clarify the future status of the need to safeguard a route for widening Birchwood Way.</p>



Green Infrastructure	Risley Moss	A Site of Special Scientific Interest and a designated Local Nature Reserve	Woolston New Cut, Paddington Meadows and the Mersey
	Birchwood Forest Park	Birchwood Forest Park is the name given to all the green areas throughout Birchwood. Open spaces are all linked by a network of footpaths, which in turn link the parkland to the surrounding countryside. The part covers an area of 500 acres and stretches from the M6 in the west to the M62, junction 11 in the east.	
	Woolston Park	A linear park following the course of Spittle Brook	
	Paddington Meadows	A high flood risk area, an important wet meadow designated as a Local Nature Reserve	
	Land adjoining Birchwood Way	15ha of land owned by the Council, presently protected for potential widening of Birchwood Way to dual carriageway	

Stockton Heath and South Warrington

Vision - in 2026....					
The area has not experienced significant change over the last 15 years.					
Stockton Heath 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.					
Opportunities presented by larger Greenfield sites are being examined to ensure they are released only when development is necessary to contribute to the borough's housing needs.					
Green infrastructure has been maintained and enhanced and its functionality increased.					
How the key issues relate to the building block:					
Housing issues are of significance in this area given the presence of significant areas of land owned by the Homes and Communities Agency (HCA). The future role that these sites will play in the provision of housing in the borough will largely be determined by the chosen strategic option (see the Introduction).					
Transport issues are of significance in this area, including the need to manage traffic congestion on key routes into and out of the town centre that may be affected by Ship Canal crossing openings.					
Stockton Heath centre is a healthy, vibrant centre, but there is a need to ensure that the basic function of the centre is not undermined (Warrington's centres).					
There are significant areas of green infrastructure present in the south of the borough.					
Location	Key Sites	Status	Objective(s)	Is strategic intervention required?	Options
Stockton Heath Centre		A District Centre in Warrington's retail hierarchy. The centre is busy and has	SW1 To protect and enhance the vitality and viability of local shopping	No change to position in retail hierarchy necessary. Emerging framework may provide clearer guidance for	i. Do nothing and continue with current approach



<p>Former New Town Housing Sites</p>	<p>Grappenhall Heys Appleton Cross Pewterspear (as these former new town sites are all the same status in terms of ownership and planning history, they are listed together here as part of the South Warrington area. Nevertheless Grappenhall Heys is treated as being within an inset village for policy purposes while the other sites are edge of town locations. Grappenhall Heys is therefore included in the Countryside section for the purposes of considering options)</p>	<p>a thriving evening economy with a range of food and drink venues</p>	<p>These greenfield sites have capacity for around 1200 homes. Although benefiting historically from New Town planning consent for housing development, they cannot be released by HCA without a further permission(s) from the Council.</p>	<p>provision in this area and support the role of Stockton Heath centre</p>	<p>PLAN OBJECTIVE To establish the most appropriate short, medium and long term strategic policy framework for the sites</p> <ul style="list-style-type: none"> • Grappenhall Heys • Appleton Cross • Pewterspear 	<p>proposals for new floorspace in existing centres. Concerns expressed with proliferation of restaurant / hot food takeaways within the centre which may undermine the retail function</p>	<p>Intervention is required to determine an appropriate way forward for these sites</p>	<p>ii. Look to identify primary retail frontages within the centre</p> <p>iii. Apply a criteria based policy to assess changes of use from retail</p>	<p>The preferred option for the sites will be dependent on the chosen strategic option (see Introduction). Current site options for Appleton Cross and Pewterspear include:</p> <p>i. Do nothing</p> <p>ii. Include in the Green Belt</p> <p>iii. Strategic allocation for housing and associated uses</p> <p>iv. Strategic location for future development needs</p>
--------------------------------------	--	---	--	---	---	---	---	---	---



Stockton Heath and South Warrington

Warrington RUFC	Unused playing field. Nominated for consideration as a housing site in the SHLAA	Not considered to be a strategic issue
Montclare Crescent	Planning permission granted for Warrington Housing Association affordable housing development, but implementation delayed pending clarification of alleged "village green" status	Not considered to be a strategic issue - this will resolve itself over time
Lumb Brook & the Dingle The Bridgewater Canal	Key structural elements of south Warrington's green infrastructure	<p>SW2 To improve the quality of open space provision in the area and make better use of existing assets such as the Bridgewater Canal, Lumb Brook and the Dingle.</p> <p>No specific intervention required - will be protected and enhanced as part of the borough's Green Infrastructure network</p>
Former Greenall's Nursey / Depot, Chester Road, Lower Walton	Nominated for consideration as a housing site in the SHLAA	Not considered to be a strategic issue



The Countryside and its Constituent Settlements

Vision - in 2026....

There is a secure, long-term Green Belt and the countryside is sustainable and attractive with a thriving rural economy and communities. Farm diversification has continued and is supported by a positive approach to development management. Some former landfill sites have been restored. Improved access, amenities and visitor attractions are encouraging more people to enjoy the countryside but not at the expense of its character and tranquility.

The Green Belt has ensured that settlements 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.

Culcheth High School has been rebuilt and is a hub for a number of local services complementing the village centre.

Walton Hall has been developed as a quality visitor destination making the most of its heritage value and Green Belt location.

Port Warrington has contributed to taking freight off the road network onto the canals and railways.

Fiddlers Ferry continues to be an important source of employment and is a key component of the strategic infrastructure of the borough.

How the key issues relate to the building block:

The strategic issue of the Green Belt is of fundamental importance to this building block (**where is Warrington?**).

As in the South Warrington building block, **housing** issues are of significance in this area given the presence of significant areas of land at Grappenhall Heys owned by the Homes and Communities Agency (HCA). The future role that these sites will play in the provision of housing in the borough will largely be determined by the chosen strategic option (see the Introduction). There is also a need to address affordability of housing in some smaller settlements and parts of the countryside.

The **economy** of this rural area is also important, including the issue of rural diversification, and the provision of appropriate amenities, facilities and services within the settlement centres (**Warrington's centres**). The provision of services in appropriate locations will also help address issues of accessibility (**transport, inequalities**). The visitor economy is also important given facilities such as Walton Hall are present in the area.

Transport is also important to the area if the role of Port Warrington increases and the development achieves a movement of freight from road to rail and canal.

The **built environment** and **green infrastructure** issues are also of importance in ensuring the landscape character, biodiversity, amenity and visual amenity of the countryside are safeguarded and enhanced.

There are significant **minerals and waste** facilities present in the area.

Location	Key Sites	Status	Objective(s)	Is strategic intervention required?	Options
Manchester Ship Canal - Port Warrington		Extension to wharfage, rail siding and open storage area at Acton Grange approved March 2010. The Atlantic Gateway concept is being promoted by Peel Ports and is gathering support from partners and stakeholders including NWDA and the Council	CC1 Ensure that 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.	Strategic intervention may be necessary. Clarification is needed over the extent and timescales of proposals to ensure an appropriate policy framework	<ol style="list-style-type: none"> i. Continue current approach with the existing Major Developed Site in the Green Belt ii. Extend the current Major Developed Site in the Green Belt to include the site recently given planning permission. iii. Include a policy which identifies Port Warrington as a Strategic Location with an extended major developed site in the Green Belt covering the site recently given planning permission and <ul style="list-style-type: none"> • Identify possible future areas of expansion which will need to demonstrate exceptional

The Countryside and its Constituent Settlements



Walton Hall and Gardens	<p>The Council has developed a strategy for the Hall and Gardens, presently considered to be an underutilised asset that is in need of investment. The strategy aims to maximise its potential, while respecting its setting and special character, built heritage value and enjoyment by the public.</p> <p>A development partners is presently being sought. Prospective proposals include converting the Hall to a Hotel,</p>	<p>CC2 To develop the recreational and visitor attraction potential of Walton Hall and Gardens</p>		<p>circumstances as and when this is possible / viable.</p> <ul style="list-style-type: none"> Outline criteria which will need to be satisfied to allow further development including transport, biodiversity, landscape issues.
		<p>Strategic intervention is not considered necessary. The current policy framework would remain appropriate. The proposals do not raise strategic issues and can be considered within the established Green Belt, Green Infrastructure and Built Heritage policy framework.</p>		



The Countryside and its Constituent Settlements

	restoring the glasshouse for restaurant use, educational facilities, and additional park attractions			
Arpley Landfill	An operational landfill site that has planning permission to continue operating until 2013.	See objectives related to minerals and waste key issues MW1, MW2, MW3, MEW4	Strategic intervention may be required dependent on the preferred options identified in the Minerals and Waste key issue.	
Barleycastle Trading Estate	A long established base for warehousing and distribution inset within the Green Belt in south Warrington, with good motorway access. Few, if any sites remain available for development	CC3 To ensure that the predominant land use at Barleycastle Trading Estate continues to be transport related and storage, warehouses and distribution uses.	Strategic intervention is not considered necessary. The current policy framework would remain appropriate.	
The Mosses	The Rixton mosses are a significant carbon sink contiguous with similar landscape and habitat in Wigan and Salford. They are working with the Countryside Agency to develop a more	CC4 To protect and enhance the Moss lands across the eastern side of the borough as a natural carbon sink to mitigate the effects of global warming	Strategic intervention may be required. The protection of the site is adequate, but a promotional policy may be necessary to ensure active enhancement.	<ul style="list-style-type: none"> i. Continue with statutory protection of the site ii. Work with adjacent authorities and the Countryside Agency to develop a more proactive management plan and reflect in a more proactive Core Strategy policy.

The Countryside and its Constituent Settlements



Mersey Valley	proactive management plan for the mosses				
	SSSI's, SAC's and SINCS	Extensive areas throughout the Mersey Valley are identified and protected in the UDP.	There are not considered to be any strategic Issues. Protected areas will be maintained through continuation of the existing policy framework.		
The Villages	Culcheth High School	Funding secured for the rebuilding of the High School	There are not considered to be any strategic Issues		
	Oughtington Lane, Lymm	Housing development approved on appeal and under construction	There are not considered to be any strategic Issues. A policy to support implementation may be useful.		
	Methodist Church, Sandy Lane, Lymm	Housing approved, but not started	There are not considered to be any strategic Issues. A policy to support implementation may be useful.		
	Pool Bank Farm Lymm				
	Land adjacent to Farmers Arms, Rushgreen Road, Lymm	Under enquiry for housing development	There are not considered to be any strategic Issues		
	Land at Stretton Road / Arley Road, Appleton Thorn	Nominated for inclusion in the SHLAA as a potential long term housing site			



The Countryside and its Constituent Settlements

<p>Albion Park, Warrington Road, Glazebury</p>	<p>Employment site subject to frequent enquiry seeking redevelopment for housing. Nominated for inclusion in SHLAA</p>	<p>This is not considered to be a strategic issue, but intervention may be required as there is a need to consider safeguarding employment sites in village locations</p>	<ul style="list-style-type: none"> i. Do nothing ii. Identify as a protected employment sites (with others) iii. A criteria based development management policy to protect employment sites with no specific sites named
<p>Former RAF site, Lady Lane, Croft</p>	<p>Vacant semi derelict site and buildings in the Green Belt with regular developer interest</p>	<p>There are not considered to be any strategic issues</p>	
<p>Grappenhall Heys</p>	<p>HCA sites on the edge of Greepenhall Heys. Although benefiting historically from New Town planning consent for housing development, they cannot be released by HCA without a further permission(s) from the Council. (see other former new town sites listed in the South Warrington section)</p>	<p>PLAN OBJECTIVE To establish the most appropriate short, medium and long term strategic policy framework for the sites</p>	<p>Intervention is required to determine an appropriate way forward for these sites</p>
			<p>The preferred option for the site will be dependent on the chosen strategic option (see Introduction). Current site options include:</p> <ul style="list-style-type: none"> i. Do nothing ii. Include in the Green Belt iii. Strategic allocation for housing and associated uses iv. Strategic location for future development needs

The Countryside and its Constituent Settlements



Major Developed Sites in the Green Belt	Massey Hall School, Halfacre Lane, Thelwall	Vacant former school building and ground in the Green Belt. The main school building is listed.	CC5 To encourage the effective re-use and / or partial redevelopment of this extensive vacant site in the Green Belt in order to safeguard the built heritage value of the former school and grounds	Possibly. Intervention may enable achievement of a viable scheme that preserves the built heritage value of the site and buildings	<ul style="list-style-type: none"> i. Rely on existing Green Belt policy ii. Introduce more flexibility by defining the school as a Major developed Site in the Green Belt
	Travellers' site, Walton Village	Now an established and well-managed site operating under a rolling temporary consent	See objective relating to housing H11	Possibly but this will be addressed as part of the general issue of allocating sites to meet needs.	<ul style="list-style-type: none"> i. Maintain current policy approach and temporary nature of site ii. Examine potential of allocating site as a permanent site through appropriate process (see Housing topic)
	Fiddlers Ferry Power Station	UDP achieved a limited alteration to the previously proposed Green Belt boundary and established a policy to encourage development and investment for the purposes of power generation, related employment uses, and measures to	CC6 To support continued investment for the purposes of power generation, together with associated measures to reduce environmental and transport impacts. CC7 To provide opportunities for the establishment of related development including	Possibly. The issue of a further detailed boundary change has been raised during the consultation process. Exceptional circumstances would need to be demonstrated. If exceptional circumstances do not exist, the current policy approach would be appropriate.	<ul style="list-style-type: none"> i. Maintain current policy approach and retain current Green Belt boundary ii. Maintain current policy approach and alter Green Belt boundary



Conclusions and Next Steps

The objectives and policy options set out within this document intend to ensure that all decisions made regarding the development of Warrington contribute towards the agreed vision statements for each key issue and each area. The vision statements will also help to guide investment decisions and priorities within Warrington over the next 20 years.

We need to make sure that we are working towards drafting up policies that will allow the right type of development in the right place at the right time. Your comments on the **objectives** and **options** set out in this document will help us ensure that we're on the right track. Please let us know:

- i. If we have identified all of the necessary **objectives**
- ii. If any of the **objectives** need amending or rewording
- iii. If all realistic **options** have been identified for each of the **objectives**
- iv. If you have a preferred **option** for any of the **objectives**

Making the right decisions now means that we can work towards achieving each of the vision statements set out. This will help ensure:

- Warrington realises its potential as a place to live, work and invest,
- The right amount and type of housing is delivered in the right places,
- Warrington's economy is strong, resilient and flexible,
- Development is sustainable, adapting to and mitigating for changes in the environment,
- Warrington is accessible and does not rely on private car journeys,
- The town centre is vibrant and is supported by a healthy network of more local centres,
- New development enhances the look of the borough and heritage assets are protected and enhanced,
- Natural resources including green space, landscape and biodiversity are protected and improved,
- Waste is minimised and disposed of in a sustainable way,
- Inequalities across the borough are significantly reduced,
- The health and wellbeing of the population has improved,
- All areas have developed in an appropriate way.

Working towards the vision statements set out and achieving outcomes will take us closer to fulfilling the overall vision of Warrington's Sustainable Community Strategy: One Warrington: One Future where everyone matters, which sets out that:

"By 2030, Warrington will be recognised as one of the best places to live and work in the UK where everyone enjoys an outstanding quality of life."



Glossary

Glossary

Affordable Housing: Housing provided for those whose incomes are insufficient to allow them to buy or rent a home on the open market.

Annual Monitoring Report (AMR): An annual report submitted to the Government by the Local Planning Authority assessing the progress with and the effectiveness of the Local Development Framework.

Atlantic Gateway: The Atlantic Gateway is a framework for collaboration between the Manchester and Liverpool city regions which will help to unlock their full sustainable economic growth potential. The city regions extend beyond the administrative boundaries of Greater Manchester and Merseyside to include the wider shared hinterland of both city regions across Warrington, Halton, Chester and northern Cheshire.

Brownfield: See previously developed land.

Building Block: A "building block" is an area of Warrington that has been identified as having certain characteristics and which will require a distinct policy approach. Each of the key issues and areas has been considered in terms of its past, present and future. This allows a much greater place specific, more accessible understanding of how the issue or area has developed over time, and how it could be shaped in the future.

Carbon footprint: A person's carbon footprint (or that of a particular household, business or entire community) refers to the CO₂ for which they are responsible - whether directly, via their home energy use, their transport use, or indirectly via the embodied energy in the products and services they buy and use.

City Region: An area comprising a central, or core, city together with smaller surrounding urban centres and rural hinterlands that are economically related to it; rather like the hub (the city) and spokes (the surrounding urban/rural areas) of a bicycle wheel.

Community Infrastructure Levy (CIL): CIL is a levy on new development that will be set by local planning authorities. The power to charge CIL is set out in the Planning Act 2008 but it is entirely at the discretion of local planning authorities as to whether to have a CIL scheme. Local authorities that implement CIL would use the money raised from the levy to fund wider strategic infrastructure schemes across their area (including transport, social and environmental infrastructure; schools and parks).

Conservation Area: An area designated by a local planning authority under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act, 1990, regarded as being an area of special architectural or historic interest the character or appearance of which is desirable to preserve or enhance.

Core Strategy: A Development 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.

Development Management: Development management (formally development control) is an important function within the planning profession. Development management 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.

Development Plan Document (DPD): Local Development Documents that have development plan status. The DPDs that local planning authorities must prepare include the Core Strategy, site-specific allocations of land and, where needed, Area Action Plans. All DPDs 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 control decisions must be made in accordance with them unless material considerations indicate otherwise.



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 purposes 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
- preserve the setting and special character of historic towns
- assist urban regeneration by encouraging the recycling of derelict and other urban land

Green belts are defined in a local planning authority's development plan.

Greenfield: Land on which no development has previously taken place unless the previous development was for agriculture or forestry purpose or, the remains any structure or activity have blended into the landscape. Usually located outside the existing built up area.

Green Infrastructure: Green infrastructure is the region's life support system – the network of natural environmental components and green and blue spaces that lies within and between the North West's cities, towns and villages which provides multiple social, economic and environmental benefits. In the same way that the transport infrastructure is made up of a network of roads, railways, airports etc. green infrastructure has its own physical components, including parks, rivers, street trees and moorland.

Green Travel Plan: A plan, usually prepared by the developer of a business use, which is supposed to promote sustainable travel choices by the workforce (for example cycling, as an alternative to car journeys that may damage the environment or cause congestion and road safety problems). Travel plans can be required by Councils as a condition of granting planning permission for new developments.

Lifetime Homes: Lifetime Homes are ordinary homes incorporating 16 design criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life. They are designed to be flexible and adaptable, to create and encourage better living environments for everyone.

Listed Building: A building of special architectural or historic interest included on a list prepared by the Secretary of State for Culture, Media and Sport under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act, 1990. Consent is normally required for its demolition in whole or part, and for any works of alteration or extension (both internal and external) which would affect its special interest.

Local Development Document (LDD): These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents. LDDs collectively deliver the spatial planning strategy for the local planning authority's area.

Local Development Framework (LDF): This is a non-statutory term used to describe a folder of documents, which includes all the local planning authority's Local Development Documents. An LDF is comprised of:

- Development Plan Documents (which form part of the statutory development plan)
- Supplementary Planning Documents

The local development framework will also comprise of:

- the Statement of Community Involvement
- the Local Development Scheme
- the Annual Monitoring Report

Local Development Scheme (LDS): The local planning authority's timescaled programme for the preparation of Local Development Documents that must be agreed with Government and reviewed every year.



Glossary

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 plan, looking 5 years ahead, prepared by County Councils and Unitary Authorities, for local transport projects. The plan sets out some targets and outlines the resources predicted for delivery of these targets.

Municipal Waste Management Strategy: A strategy for the long term management of municipal waste within the borough.

Planning Policy Statement (PPS): Issued by central Government to replace the existing Planning Policy Guidance notes, in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy.

Previously Developed Land: Land which has previously been developed, which is or was occupied by a permanent (non-agricultural) structure . It is usually though not exclusively in urban areas.

Primary Retail Frontages: Generally the main shopping streets within the town centre where ground floor premises are primarily used for A1 retail use and clustered closely together. The area generally has extensive window frontage display and the highest pedestrian flows.

Primary Shopping Area: The defined core of the main shopping area where A1 retail development is concentrated (generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage).

Regional Spatial Strategy (RSS): Part of the Development Plan. 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. Prepared by Regional Planning Bodies. The new government announced its intention to rapidly abolish RSS in May 2010.

Scheduled Ancient Monument (SAM): A structure regarded by the Secretary of State Culture, Media, and Sport as being of national importance by virtue of its historic, architectural, traditional or archaeological interest. Scheduled Ancient Monuments are listed in a schedule compiled under the requirements of Section 1 of the Ancient Monuments and Archaeological Areas Act, 1979.

Section 106 Agreement: A legally binding agreement under Section 106 of the Town and Country Planning Act, 1990, between the local authority and any person interested in land in their area for the purpose of restricting or regulating the development or use of the land, either permanently or during such periods as may be prescribed by the agreement. Usually used in connection with off-site requirements for development on land outside the control of an applicant.

Spatial Planning: Bringing together all matters that affect social, environmental and economic change in a specific local area.

Strategic Flood Risk Assessment (SFRA): Part of the Local Development 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 Housing Land Availability Assessment (SHLAA): Part of the Local Development 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 Development 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.



Sustainable Drainage Systems (SuDS): a means of controlling surface water run-off as close as possible to its origin before it enters a water course.

Supplementary Planning Document (SPD): a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.

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.

Town Centre Boundary: Defined area, including the primary shopping area and areas of predominantly leisure, business and other main town centre uses within or adjacent to the primary shopping area. The extent of the town centre is defined on the proposals map.

Unitary Development Plan (UDP): An old-style development plan prepared by a Metropolitan District and some Unitary Local Authorities. These plans will continue to operate for a time after the commencement of the new development plan system introduced by the Planning and Compulsory Purchase Act 2004, by virtue of specific transitional provisions.



Warrington Borough Council

New Town House
Butermarket Street
Warrington
WA1 1BN

Tel: 01925 442799
www.warrington.gov.uk