



Warrington Borough Council
Local Development Framework

Core Strategy Refined Vision
Report of Consultation
May 2010



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1 Introduction

1.1 The Core Strategy Refined Vision Report was the subject of informal consultation in January and February 2010. An initial three week period to receive responses was given which lasted until the 19th of February. Due to the informal nature of the consultation, responses have continued to be accepted after this date.

1.2 This report sets out all of the consultation responses received during and since this consultation and gives an initial response from Planning Officers as to how the comments will be taken forward in the Core Strategy production process. The responses to the Key Issues visions are set out first, followed by those that were received for individual building blocks.

1.3 Much work has been carried out since the consultation period on the Refined Vision closed with additional pieces of evidence and research being undertaken as well as meetings and discussions with stakeholders. Work on the Core Strategy document has therefore progressed as a result of the consultation and additional work and a Refined Objectives and Options Report is now the subject of consultation. This document will set out in much more detail future proposals for the Core Strategy and will enable more meaningful engagement of stakeholders in the selection of a preferred option.

2 Key Issues Responses

ID	Name / Organisation	Comments	Officer Comments
GENERAL			
IS/49	mr simon artiss Bellway Homes	If you could limit the number of separate consultation exercises and have defined stages, this would make the process more easily understood. This Division covers over 40 Councils (and have lost 70% of staff in the current recession) so you will appreciate why we seek a simplified and clear approach.	The current planning system encourages continuous involvement of stakeholders in document development and Warrington Borough Council are striving to undertake this on the advice and encouragement of Government Office for the North West. The resource implications of this are noted.
S/61	Rachael Thorne Peel Environmental Limited	<p>Further to the publication of the above document for consultation, I am pleased to provide comments on this Refined Vision on behalf of Peel Environmental Ltd. Peel Environmental Ltd own, manage and develop all waste and minerals assets owned by the Peel Group. Please note that Peel Holdings (Management) Ltd have submitted a separate consultation response.</p> <p>Within the area covered by this plan document, Peel Environmental Ltd have a number of sites and interests of relevance, as follows;</p> <ul style="list-style-type: none"> • Ownership of Arpley Landfill Site • Ownership of Rixton New Hall Site • Development of a network of Coal Bed Methane producing sites throughout Peel's UK landholding <p>We have a number of comments to make with regard to these interests and further points of wider interest, which are set out below in response to the relevant Key Issues and Building Blocks.</p>	Information and response noted.
CSVIS/83	Mr Colin Griffiths Managing Director Satnam	We herewith submit our views on behalf of Satnam Millennium Limited in respect of the above document which was published for Consultation on the 15 th January 2010. We note that there is no formal deadline for the submission of comments in respect of this document and we trust the following views will be taken fully into account in the evolution of the Core Strategy for Warrington.	Representation noted.

ID	Name / Organisation	Comments	Officer Comments
		<p>These views relate in a site specific way to land at Peel Hall as shown edged red on the attached plan. It will be noted that this area includes the land historically known as Peel Hall Farm, together with the Playing Fields owned by the HCA located to the east (fronting onto Blackbrook Avenue/ Delph Lane) and Winwick Farm to the west, formerly Health Authority land (fronting onto Birch Avenue).</p> <p>These representations stand alongside and do not replace those already made in respect of Peel Hall in our earlier submissions.</p> <p>We set out our views in section order as they appear in the Consultation document.</p>	
CSVIS/28	Mr David Hardman Asset Protection United Utilities	<p>Thank you for your planning consultation of 15 January 2010.</p> <p>United Utilities Water has no comments on the consultation.</p>	Noted
CSVIS/123	Gerry McCann Croft Parish Council	<p>Thank you for your letter dated 15 January 2010 and enclosed report.</p> <p>The Parish Council has no comments to make.</p>	Response noted.
CSVIS/34	Liz Banks Holmes Antill	<p>We are instructed by ProLogis who are one of the Country's leading developers and promoters of rail freight facilities. They are actively pursuing the prospect of a Strategic Rail Freight Interchange at and around the former Parkside Colliery. Whilst the majority of the site for the Parkside SRFI is located within the administrative area of St Helens, part of its occupies land within Warrington Borough.</p> <p>The context for the Parkside scheme is provided in RSS Policy RT3, which specifically identifies the 'broad location' of Newton-le-Willows (with access to the West Coast Main Line and Chat Moss rail route) for an "inter-modal freight terminal". The RSS is unequivocal in its support for the transfer of the movement of freight from road to rail, which it states "could potentially yield substantial benefits in reducing carbon emissions and easing road congestion".</p>	The potential role of Parkside in the future Warrington economy is noted. The elements of the vision referred to have been amended where appropriate to reflect the comments made.

ID	Name / Organisation	Comments	Officer Comments
		<p>You will be aware that a planning application has been made for the SRFI at Parkside. It is currently being held in abeyance whilst ProLogis re-examine the composition of the scheme. It is expected that revisions to the application will be announced shortly and further consultation will be undertaken before a formal 'resubmission' is made.</p> <p>Once Parkside is developed, the scheme has the potential to create several thousand jobs, many of which, due to geographical proximity, are likely to be filled by Warrington residents. It will therefore, play a significant part in the economy of the town and the Borough.</p> <p>In this regard, therefore, the vision for Warrington in 2006 should acknowledge the potential and value of the Parkside site, straddling the boundary of the Borough as it does. There should be an explicit recognition of the sustainable advantages of the SRFI in this location and its contribution to reducing road-hauled freight, carbon emissions and its benefits in terms of investment and job creation.</p> <p>We suggest that specific reference should be made in the Vision Document at sections (i) "The Economy"; (ii) "Sustainability and Climate Change" and (iii) "Transport", to the benefits which will accrue from the Parkside scheme.</p> <p>Similarly, as Parkside includes the provision of a 90ha CountryPark, giving public access to a range of landscapes and facilities for recreation, the section of the Core Strategy Vision which addresses "Green Infrastructure" should recognise the significance of such a large area of green space as a recreation resource, particularly, for residents of the north of the Borough.</p> <p>Finally, in "The Countryside and its Constituent Settlements", in addition to the reference to Port Warrington, there should be an acknowledgement of the development of Parkside, its removal of freight from the road network onto rail, the delivery of thousands of jobs and the creation of the Country Park.</p> <p>No doubt the St Helens and Warrington LPAs will continue to liaise in connection with the Parkside scheme and specific issues in connection with the proposal are being discussed between your Authority and the ProLogis team. Similarly discussion can no doubt take place as any other issues emerge.</p>	

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CSVIS/81	John Brooks GVA Grimley for Millers	<p>1.1 The land at Omega is a regionally important development opportunity located on land lying north and south of the M62 in the vicinity of junction 8. The Homes and Communities Agency is the landowner across the site. Following an international development competition in 2000, Miller Developments, in joint venture with the Royal Bank of Scotland, were chosen as the development partner of the HCA. That Joint Venture relationship, collectively known as Omega Warrington Ltd, remains in place and will be responsible for taking the site forward over the coming years.</p> <p>1.2 Miller Developments/RBS and the HCA (i.e. the JV), remain committed to the development of the land at Omega and to delivering a valuable contribution to the development aspirations of the town and wider sub region. The JV will continue to work closely with Council officers and Members in seeking to bring forward the opportunity at Omega and are pleased to engage in the LDF exercise. The significance of the Core Strategy document is understood and the JV intends to play a full part in the policy making process.</p> <p>1.3 The JV made comments at the previous stages of the exercise; the position adopted remains the same, namely that Omega remains capable of delivering the originally projected employment figures (in excess of 24,000 new jobs) whilst also able to support a wider range of residential, commercial and community uses.</p> <p>1.4 To this end therefore this submission sets out the JV response to the Vision paper as it relates to Omega. Given the overall scale of Omega, its importance to the town and region we consider there to be merit in summarising the background detail and planning history to the site. This will provide the context to our emerging thoughts in respect of a broadened range of land uses and a new approach to the masterplanning of the site. The submission then goes on to comments specifically on the Councils Vision document.</p> <p>2. Background Detail</p> <p>2.1 The planning and policy history of the Omega site is well known to all parties but for ease of reference and to set an appropriate background context the main facts and planning stages are summarised below.</p> <p><i>The Omega landholdings</i></p>	<p>The Introduction and Background comments relating to land holdings, current development plan position, key planning stages and current Omega position are noted.</p> <p>The key recent policy changes section is incorrect in that the RSS identifies an oversupply of employment land in the Cheshire and Warrington <i>sub-region</i>, not just in Warrington Borough. Sub-regional and Core Strategy evidence suggests that there is not an oversupply of employment land in Warrington Borough and that the oversupply may arise in other parts of the sub-region.</p> <p>RSS Policy W4 looks at the release of allocated employment land and sets out that any de-allocation of sites should follow a comprehensive review of commitments outlined in Policy W3. This review of commitments in Warrington is now underway and will inform the subsequent stages of the Core Strategy process.</p> <p>Whilst the potential benefits of considering Omega as a possible eco-extension to the town (not the town centre as suggested) are recognised, it is only once this economic land assessment is complete that we will be able to conclude and justify whether parts of Omega should be de-allocated. Only if this preliminary assessment reaches such a conclusion will it be appropriate to undergo a detailed consideration of the suitability and acceptability of particular uses put forward for Omega.</p> <p><u>Warrington Economy</u></p> <p>The comments set out in this section are based on a potentially incorrect assumption that there is an oversupply of employment land in Warrington. The vision as drafted acknowledges that it may be appropriate to consider a wider range of uses at Omega, but without the fundamental review against RSS policy set out above, it would be</p>

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2.2	The overall landholding at Omega comprises land lying north of the M62 (c. 52 ha) and land to the south (c. 181 ha), both accessed off Junction 8.	The plan shows the site boundaries and the current approved phasing parcels.	inappropriate to go further and be more specific at this stage. The vision can and should be amended to reflect the findings of the employment land review and future use consideration once this is complete and a clearer picture emerges.
2.3	The current UDP, as adopted in 2006 and subsequently saved treats the site as follows:	<p><i>Current Development Plan position</i></p> <ul style="list-style-type: none"> Omega North is allocated for employment use under Policy EMP3, with the primary use identified as Class B8 (Storage and Distribution); Omega South phases 1 and 2 is shown as an employment allocation under Policy EMP3 with the primary issues identified as Classes B1, B2 and B8; Omega South phases 3, 4 and 5 is shown as a Regional Investment Site (RIS) suitable for use for a range of employment purposes. 	The "present" section is considered to be appropriate given that residential, education and leisure uses may not be considered appropriate if they are anything other than ancillary under the current policy approach. This does not mean that they will not be considered appropriate in future.
2.4	The development of the site was tied closely via policy LUT25 to capacity within the motorway and primary/truck road network.	Some caution is required over the portrayal of Omega in the 2026 vision statement. The process of employment land review and assessment of potential future uses will need to look more closely at the level of development that could realistically be expected to be delivered on site given the time and infrastructure constraints referred to in the representation. It may not be appropriate (given regeneration ambitions in other areas of the borough) or realistic to aspire to all of the site being developed by 2026.	Some caution is required over the portrayal of Omega in the 2026 vision statement. The process of employment land review and assessment of potential future uses will need to look more closely at the level of development that could realistically be expected to be delivered on site given the time and infrastructure constraints referred to in the representation. It may not be appropriate (given regeneration ambitions in other areas of the borough) or realistic to aspire to all of the site being developed by 2026.
2.5	The RSS as currently approved (October 2008) defers the identification of regionally significant economic development sites to the respective development plan and LDF documents; it does state at policy W2 however that such sites, when identified, should not be used for development that would equally well be accommodated elsewhere and should not be developed in a piecemeal manner.	<p><i>Key Planning Stages</i></p> <p>The main planning history events relevant to the site can be summarised as follows:</p> <ul style="list-style-type: none"> Supplementary Planning Guidance was approved in April 2003 and provided a broad planning framework with the primary aim of achieving the UDP aspirations of B1 B2 and B8 development across the site. 	<p><u>Omega as a building Block</u></p> <p>Comments regarding considering Omega as a separate building block are noted. It is not considered appropriate to make this distinction as Omega is a key site within a wider area. Whilst the size of Omega is noted, the building blocks are intended to illustrate wider areas with similar characteristics which require a certain policy approach.</p> <p>The vision for the West Suburban Building Block will reflect the wider aspirations when it is appropriate to do so i.e. when the assessment of employment land and appropriate alternative uses is complete.</p>
2.6	The main planning history events relevant to the site can be summarised as follows:	<p><i>Key Planning Stages</i></p> <p>The main planning history events relevant to the site can be summarised as follows:</p> <ul style="list-style-type: none"> Supplementary Planning Guidance was approved in April 2003 and provided a broad planning framework with the primary aim of achieving the UDP aspirations of B1 B2 and B8 development across the site. 	<p><u>Omega as a building Block</u></p> <p>Comments regarding considering Omega as a separate building block are noted. It is not considered appropriate to make this distinction as Omega is a key site within a wider area. Whilst the size of Omega is noted, the building blocks are intended to illustrate wider areas with similar characteristics which require a certain policy approach.</p> <p>The vision for the West Suburban Building Block will reflect the wider aspirations when it is appropriate to do so i.e. when the assessment of employment land and appropriate alternative uses is complete.</p>
2.7	Supplementary Planning Guidance was approved in April 2003 and provided a broad planning framework with the primary aim of achieving the UDP aspirations of B1 B2 and B8 development across the site.	<p><i>Key Planning Stages</i></p> <p>The main planning history events relevant to the site can be summarised as follows:</p> <ul style="list-style-type: none"> Supplementary Planning Guidance was approved in April 2003 and provided a broad planning framework with the primary aim of achieving the UDP aspirations of B1 B2 and B8 development across the site. 	<p><u>Omega as a building Block</u></p> <p>Comments regarding considering Omega as a separate building block are noted. It is not considered appropriate to make this distinction as Omega is a key site within a wider area. Whilst the size of Omega is noted, the building blocks are intended to illustrate wider areas with similar characteristics which require a certain policy approach.</p> <p>The vision for the West Suburban Building Block will reflect the wider aspirations when it is appropriate to do so i.e. when the assessment of employment land and appropriate alternative uses is complete.</p>

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		<ul style="list-style-type: none"> <li data-bbox="347 185 419 427">• A development Framework and Masterplan was approved in July 2003 and provided a vision for omega, establishing the development concept for the site. <li data-bbox="419 185 539 427">• An outline planning application for Phase 1 North and Phases 1 and 2 South was submitted in August 2003 and approved by permission in June 2007. It provided for employment uses (1.5m ft of office and 1.6 m ft of B8) with associated ancillary uses. <li data-bbox="539 185 595 427">• Reserved matters submitted and approved in respect of the Phase 1 North element of the outline current and 	<p data-bbox="347 185 419 427">WBC will endeavour to work with the Joint Venture to progress these assessments and reflect this in a further refined vision, objectives and options.</p>
		<p data-bbox="347 831 371 920"><i>Current Omega Position</i></p> <p data-bbox="371 831 419 1077">2.8 The JV have taken the opportunity, in discussion with the Council, to review the nature and form of the potential development of Omega. The main considerations underpinning this review process are that:</p> <ul style="list-style-type: none"> <li data-bbox="419 831 467 920">• The appropriate range of land uses have been fixed for some time, primarily in 2003 via the Masterplan and SPG. <li data-bbox="467 831 515 920">• Whilst the uses have been fixed, the policy context, economic conditions and market appetite for the quantum of commercial development proposed at Omega has shifted considerably. <li data-bbox="515 831 563 920">• There is an increasing acknowledgement that the Omega site is capable of playing a much wider role and making a broader contribution to the forward development requirements of Warrington, in a location which is both deliverable and highly sustainable. <p data-bbox="563 831 611 920">2.9 It is this potential mismatch between the scheme detail and the current day reality which has prompted the JV to review Omega and its potential contribution to the wider policy aims. In turn this review is reflected and encouraged in the vision paper.</p> <p data-bbox="611 831 659 920">2.10 The JV consider that the potential changes to the approach to Omega fall into two main areas namely those relating to the scheme and market, and those relating to planning policy direction, as set out below:</p> <p data-bbox="659 831 707 920">Scheme specific concerns comprise the following:</p>	

ID	Name / Organisation	Comments	Officer Comments
		<ul style="list-style-type: none"> <li data-bbox="209 607 336 2112">● The downturn in the economy since 2007 and the knock on effect across all sectors of the market has significant implications for the potential take up of the Omega opportunity. The severity of the economic downturn suggests that the efforts will not be short lived; there has been a fundamental shift in the development and investment sectors. <li data-bbox="352 607 432 2112">● The cost of the infrastructure provision associated with Omega, in particular the highway implications, is potentially prohibitive and is proving a major constraint to the development of the site. <li data-bbox="448 607 496 2112">● The style, format and density of the development that is approved and how it meets market requirements. <p data-bbox="528 607 608 2112">2.11 There is a real concern that there is little realistic prospect of delivering the scale and scope of floorspace envisaged within the original masterplan for the site.</p> <p data-bbox="639 607 671 2112">Key recent policy changes comprise the following</p> <ul style="list-style-type: none"> <li data-bbox="687 607 831 2112">● RSS has now moved forward with the approval of the current version in October 2008. Policy W3 of RSS identifies an oversupply of employment land in Warrington and advocates deallocation of land over the RSS plan (para 6.14) period. The policy text suggests an oversupply in the order of 297 ha even after allowing for a flexibility factor. <li data-bbox="847 607 927 2112">● Omega is the only employment allocation within the Warrington UDP. If significant deallocation (or reallocation) is to be achieved therefore then logically this should be at Omega. <li data-bbox="943 607 1134 2112">● Warrington, in association with neighbouring authorities, are pursuing a growth strategy in terms of residential development and have achieved Growth Point status; the land at Omega represents a significant potential contribution to that growth agenda and could provide a natural extension to the existing residential areas adjacent to Omega South, as well as creating a more sustainable platform for the future commercial uses on the site. <p data-bbox="1166 607 1294 2112">2.12 The JV have therefore given consideration as to how the land at Omega may address the market and site viability concerns whilst also enabling the site to be brought forward so as to begin to contribute to the wider economic, development and regeneration aims of Warrington. The conclusions are as follows:</p>	

ID	Name / Organisation	Comments	Officer Comments
		<ul style="list-style-type: none"> <li data-bbox="336 1176 391 1456">• That Omega North should remain as currently envisaged and continue to fulfil a primarily B8 storage and distribution function. <li data-bbox="395 1176 450 1456">• That the range of uses on Omega South should be widened so as to allow for uses beyond the B1, B2 and B8 uses envisaged within the current position. This will ensure that the site can be developed as a mixed use site maximising the prospect of releasing its enormous potential as a site of regional and national significance, whilst bringing it forward as a natural extension to the town centre. 	
2.13		<p>The land at Omega South would continue to support significant employment floorspace it would accommodate the full range of employment uses and deliver the 24,000 plus jobs as currently envisaged. It is however, considered that it would be appropriate to incorporate other uses as follows:</p> <ul style="list-style-type: none"> <li data-bbox="470 1176 525 1456">• Residential development, delivering dwellings across the range of densities and tenures, so as to underpin economic growth and to contribute directly to the requirements of Growth Point status. <li data-bbox="529 1176 584 1456">• Education uses, so as to diversify and strengthen the knowledge and education sectors within the town <li data-bbox="588 1176 643 1456">• Leisure uses (hotels/restaurants/café's etc) so as to support the wider regeneration aspirations across the site. <li data-bbox="647 1176 702 1456">• Retail uses, including provision for a mainstream foodstore so as to diversify choice and increase the amenity and provisions for not only the new occupiers of Omega but also the existing surrounding businesses and residents. <li data-bbox="707 1176 726 1456">• Community facilities <li data-bbox="730 1176 750 1456">• Ancillary uses as already envisaged within the UDP policy position. 	
2.14		<p>The JV have commissioned a revised masterplan exercise to consider how such a wider mix of uses may be accommodated on land at Omega South. The review exercise is ongoing.</p> <p>The benefits of acknowledging a wider potential role for Omega incorporating the range of uses set out above are considered by the JV to be as follows:</p> <ul style="list-style-type: none"> <li data-bbox="537 1176 592 1456">• It represents an available, unconstrained market attractive, and deliverable parcel of land in an appropriate urban location. 	

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		<ul style="list-style-type: none"> ● It is capable of supporting a full mix of housing types and tenures, including high quality, well integrated affordable housing, this diversifying the residential offer, extending choice and opportunity for Warrington residents. ● It is capable of viably delivering Code 4 (with focused provision in excess). <p>2.15 In summary it is a mixed use development opportunity which offers the chance to combine work, living and leisure so as to create a true, high quality, mixed use, sustainable urban development in accord with best practice (CABE).</p> <p>1. The 'vision' for Omega as set out within the Economy section of the document.</p> <p>2. The potential role of Omega within the Building Blocks section of the document.</p> <p>3.2 Each is set out below.</p> <p><i>The Vision for Omega</i></p> <p>3.3 The document adopts an approach of considering each topic on a past, present and future (2026) vision basis.</p> <p>3.4 With regard to the 'Warrington Economy' topic the document acknowledges the present as represented by:</p> <ul style="list-style-type: none"> ● The RSS conclusion that there is an oversupply of employment land in Warrington, the main component of which is Omega. ● The appropriateness of reviewing the role of Omega and if necessary considering other uses for the site. <p>The future vision section however makes no mention of Omega.</p> <p>3.5 The JV welcomes the acknowledgement that it would be appropriate to consider a wider range of uses for Omega. It is felt however that the document should go further and be more specific in its approach by stating:</p>	

ID	Name / Organisation	Comments	Officer Comments
		<ul style="list-style-type: none"> <li data-bbox="336 1176 416 1892">In the 'present' section, that it would be appropriate to consider residential, education, leisure and commercial uses on Omega alongside its core employment uses. <li data-bbox="424 1176 568 1892">In the 'future' 2026 scenario, the document should identify Omega as having delivered a sustainable urban extension, supporting a range of employment opportunities alongside residential, social and commercial uses in a true, best practice mixed use development. It will be held up as an exemplar of best practice within the region. 	
		<p data-bbox="595 1176 652 1892">Such a vision would better capture and express the unique opportunity presented by the land at Omega.</p>	
		<p data-bbox="675 1176 707 1892"><i>Omega as a Building Block</i></p>	
3.6		<p data-bbox="738 1176 850 1892">The document identifies four 'Building Blocks' for Warrington going forward, namely the Town Centre, the Regeneration Area surrounding the town centre and the A49 corridor, the Suburban Areas (east, west and south Warrington) and the Countryside and Consistent Settlements).</p>	
3.7		<p data-bbox="882 1176 962 1892">Omega is included within the West Warrington Suburban Area, the document makes reference in the the 2026 vision section to its potential employment contribution.</p>	
3.8		<p data-bbox="994 1176 1026 1892">The JV would wish to make two points on this:</p>	
		<ul style="list-style-type: none"> <li data-bbox="1058 1176 1131 1892">Given the scale of Omega and its central and unique role in the future development of Warrington as a town and being a major economic driver for the north west region, there would be merit in identifying Omega as a separate Building Block. This would allow for the Vision for Omega to be set out more fully, to identify the potential for the wider range of uses on the site and to properly capture the opportunity presented by Omega. 	
		<ul style="list-style-type: none"> <li data-bbox="1153 1176 1227 1892">Irrespective of whether Omega is included within West Warrington or if it is identified as a separate Building Block as suggested above, the 2026 vision section should identify the potential wider contribution from Omega, namely: 	
		<ul style="list-style-type: none"> <li data-bbox="1249 1176 1323 1892">A mixed use neighbourhood, successfully widening housing choice in a location which allows people to live and work in close proximity. 	
		<ul style="list-style-type: none"> <li data-bbox="1345 1176 1425 1892">A sustainable urban extension, with excellent public transport links. 	

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		<ul style="list-style-type: none"> • A model of good design and masterplanning. • A site capable of incorporating all sustainable targets (energy, waste, design) <p>3.9 Given the unique potential contribution of Omega as a mixed use urban extension the Vision element of the document needs to embrace this more comprehensive approach.</p>	
CSVIS/137	Scottish and Southern Energy	<p>The emerging Core Strategy does not, in our view, indicate an intent to provide a suitable planning policy framework to ensure the protection of energy supply, nor does it provide for potential future expansion of Fiddler's Ferry Power Station where necessary to meet the requirements of international, national or regional policy guidance or standards. As discussed above Fiddler's Ferry provides a flexible, significant and essential supply of energy to the UK's electricity grid. The protection of such sources of energy supply is highlighted in current and emerging national policy documents; it is essential that Warrington's Core Strategy reflects the aims of national policy, as outlined in PPS12 paragraph 4.52, which states: "To be "sound" a core strategy should be JUSTIFIED, EFFECTIVE and consistent with NATIONAL POLICY" (capitals are as used in the PPS).</p>	<p>Specific comments relating to the the matters set out including the Economy are the subject of individual responses which make reference to ensuring an adequate energy supply in the future.</p> <p>The subject of potential future expansion of Fiddlers Ferry is addressed in the Countryside and its Constituent Settlements section.</p>
WHERE IS WARRINGTON?			
CSVIS/14	Ms Debra Holroyd 4NW	<p>As the Vision is a relatively focused part of the Core Strategy the comments we have made are more general in nature. However we hope you find this response both helpful and useful to ensure the Core Strategy is in conformity with the RSS.</p> <p>4NW are pleased to see that the Spatial Framework as outlined in RSS is being considered to provide context for the emerging Core Strategy. 4NW note that the vision covers various issues that have been identified, these will need to link to the wider strategy.</p>	<p>Comments regarding linking issues with the wider strategy are noted.</p> <p>The "Where is Warrington?" section has been amended to reflect the comments made and ensure accuracy and consistency with RSS.</p>

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CSVIS/19	Alan Hubbard National Trust	<p>In terms of the 'Where is Warrington?' section, the text mentions Warrington's Links to the City Regions, this may need rewording in relation to RSS (para 10.20) which states that "Warrington has strong connections to both Liverpool and Manchester City Regions". We also note this section includes RSS policy MCR5 rather than MCR6 in relation to regeneration.</p> <p>Warrington has grown in a sustainable...</p> <p>More particularly this overarching element is pre-dominantly employment focussed and says nothing about the other attributes of the Borough. In order to demonstrate an integrated approach to sustainable development, as per PPS1, it is considered that this element of the vision also needs to encompass, in general terms, the aspirations for the future of Warrington's people and of its environment in terms of landscape character, biodiversity and heritage.</p>	<p>Typing error noted. The draft vision has been amended to correct this.</p> <p>The comment regarding this element of the vision being employment focussed is noted. This element of the vision is intended to clarify the borough's role in the sub-region and region. Whilst other parts of the vision look at environment, biodiversity and heritage in detail, it may be appropriate to include an overarching statement in this section outlining Warrington's role in these regards. The draft vision has been amended as such.</p>
CSVIS/36	Kieran Preston	<p>We want to see Visions that are meaningful and achievable for a plan area. A vision needs to be locally distinctive with ambitious targets for the improvement of the natural environment, and include a definition for sustainable development in the borough. We consider that the vision in this section could be improved to include reference to the borough's natural environmental assets as at present the facts relate almost entirely to economic or social issues. The vision in this section should, for example, include reference to particular biodiversity assets within the borough and how these could contribute to the success of the borough for example, the role that greenspace (local parks / green corridors, playing fields, woodlands, allotments and private gardens for example) can play in improving the quality of life for its residents. Reference should also be made to geodiversity assets and landscape character and quality within the borough.</p> <p>Within this section, we note and support (the vision) for Warrington to develop in a sustainable, low carbon way as we recognise that Climate Change is a key priority and reducing the emission of carbon will help to reduce the impact of</p>	<p>The comment regarding this element of the vision being employment focussed is noted. This element of the vision is intended to clarify the borough's role in the sub-region and region. Whilst other parts of the vision look at environment, biodiversity and heritage in detail, it may be appropriate to include an overarching statement in this section outlining Warrington's role in these regards. The draft vision has been amended as such.</p> <p>Support for Warrington developing in a low carbon way noted. The detail of how growth will be undertaken in such a way will come through defining objectives and through policy development. It would not be appropriate to include such detail in the vision statement.</p>

ID	Name / Organisation	Comments	Officer Comments
		<p>climate change. We would welcome further supporting text to illustrate the links to specific policies (for example use of renewable energy) to show how this growth will be undertaken in such a way. It may be useful for future local development documents if you use our evaluation checklists for self assessing such documents. I have enclosed a copy of the document for your reference.</p> <p>We also note and fully support the vision that growth should be focussed on sites accessible by public transport, walking and cycling. Natural England seeks to ensure that transport delivers positive outcomes for the natural environment and people's enjoyment of it. We want to see an environmentally sustainable transport system - one that protects and enhances the natural environment as well as delivering economic and social benefits.</p> <p>Finally in this section, we note the reference to development predominantly occurring on brownfield sites. While in general we support the use of brown field sites over greenfield sites, we do recognise that brownfield sites can often make a valuable contribution to biodiversity and any development should adequately conserve or replace such sites. We request that any use of brownfield sites should ensure the protection of any such biodiversity assets on this land type.</p>	<p>Support for growth being focussed on sites accessible by public transport, walking and cycling noted. Comments regarding the potential biodiversity value of brownfield sites are noted. The draft vision has been amended to reflect this.</p>
CSVIS/84	Mr Colin Griffiths Managing Director Satnam	<p>1.1 We note that the Consultation document confirms Warrington's important present status as a location for future development in the North West Region. The document confirms its high level priority for the location of development (including housing) as being third level after the regional centres of Manchester and Liverpool and their surrounding inner areas and as second level priority in the regional retail hierarchy (behind Manchester / Salford and Liverpool City Centres).</p> <p>1.2 We note at present that growth in Warrington is to be focused on the older parts of the town as set out on the diagram headed "The Building Blocks". It should be noted that Peel Hall lies within the Regeneration Area as shown on that plan.</p> <p>1.3 The Vision @ 2026 states that Warrington "has grown" and provides more homes for "a highly skilled workforce" and is an important part of "the mid-Mersey housing market area". Further reference is made to "the growth and improvement</p>	<p>Comments noted.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/66	Victoria Ridehaugh Highways Agency	<p><i>of the inner parts of Warrington" and that this growth has been focused on suitable sites which have "supported regeneration and restructuring of inner Warrington". It is noted that it is anticipated that some of the development over the next fifteen years will be on Greenfield sites as The Vision states "the majority" of development in the Borough has been on Brownfield sites".</i></p> <p>The Refined Vision sets out how the borough is 'well located in relation to national transport infrastructure which offers many locational advantages for businesses'. This recognises the proximity of the borough to the SRN, as well as the good national rail links from Warrington. The Agency has concerns that bringing development forward on the basis of its proximity to the SRN may result in an increased trip burden on the SRN and therefore we would be keen to adopt a joint working method between Warrington Council and the Agency in establishing a sound approach to assessing the transport impacts of the development aspirations proposed in the Core Strategy. We are encouraged that this has already begun with the joint working regarding the Warrington model, an essential tool in understanding the issues we raise.</p> <p>The Agency welcomes the aspiration that by 2026, growth in Warrington will have focused on sites accessible by public transport, walking and cycling and will have supported regeneration and restructuring of inner Warrington and encourages the promotion of development sites that are accessible by public transport. Similarly, the aspiration for the majority of development in the borough to be located on brownfield sites is welcomed by the Agency.</p> <p>We note the Refined Vision also describes how the borough will be a sub-regional focus of employment for a wide area including Knowsley, Halton, St Helen's and Wigan. In order to realise this aspiration, the Agency encourages that thought is given at an early stage as to the means by which people will access Warrington from these areas. We would like to see viable public transport alternatives to the private car in put in place to connect Warrington with these surrounding areas in order to avoid placing an increased trip burden on the SRN.</p>	<p>Comments noted. Joint work is continuing on the development of the Multi Modal Transport Model. This model will be used to assess the impacts of the emerging Core Strategy.</p> <p>Comments welcoming aspirations to focus development on accessible sites and brownfield sites are noted.</p> <p>Comments regarding how people will access Warrington from surrounding areas are noted. The Core Strategy will take this into account in its development.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/99	Louise Morrissey Peel Holdings	<p>Peel would like the first bullet point to be amended as follows (deletions shown with strikethrough and additional text underlined):</p> <p><i>" The borough functions as part of the wider Manchester and Liverpool City Regions and Liverpool - Manchester Corridor (Atlantic Gateway Concept)."</i></p> <p>Peel welcome the acknowledgement of the locations relative to nation transport infrastructure which would include the Manchester Ship Canal.</p>	<p>Comment noted. This section has been amended to reflect the the Atlantic Gateway concept.</p>
CSVIS/124	Mr Pete Owens Warrington Cycle Campaign	<p>We welcome the statement: " <i>Growth within Warrington has focused on sites accessible by public transport, walking and cycling</i>". However, we are concerned that this is flatly contradicted by the proposed means of achieving it, and in particular the third bullet point: " <i>Warrington Borough is a sub-regional focus of employment for a wide area including Knowsley, Halton, St Helens and Wigan and functions alongside Halton and St Helens as the mid Mersey housing market area.</i>" This would result in an unsustainable pattern of long-distance carbon-intensive car-based commuting.</p> <p>In order to be accessible to walking and cycling sites need to be very close to where people live - certainly not in other towns. The only part of Warrington with the potential to be well served by public transport is the town centre within walking distance of the bus station.</p> <p>It is correctly pointed out that " <i>The Regional Spatial Strategy positions Warrington at 3rd level (i.e. lowest) priority for locating development after Regional Centres of Manchester and Liverpool and their surrounding inner areas. (Policy RDF1)</i> ", but the vision still seeks a status as a sub-regional centre.</p> <p>The vision needs to be rewritten to be consistent with regional policies, with a focus on local mixed-use development and an intensive regeneration of the town centre.</p>	<p>The role of Warrington as an employment centre for surrounding areas is acknowledged at a regional level through the Regional Spatial Strategy. The Core Strategy must reflect this, however it is acknowledged that development within Warrington should be focussed in sustainable locations as set out.</p> <p>The vision seeks to maintain Warrington's status as a sub-regional centre, not change its role or position in the hierarchy.</p> <p>The overall view of responses is that the refined vision set out is generally consistent with regional policies and that the vision provides a strong focus on sustainable development in accessible locations.</p>
HOUSING			

ID	Name / Organisation	Comments	Officer Comments
CSVIS/16	Ms Debra Holroyd 4NW	<p>In relation to housing we recognise that flexibility to the land supply and housing figures within the RSS is noted in line with RSS policy L4. With reference to the comment above there is a need for a good evidence base in relation to housing and delivery.</p> <p>In terms of delivery strategies, the Council need to recognise that the Regional Housing Strategy sits alongside the RSS, the document could also reflect the changing structures at the regional level in terms of the emerging Regional strategy (RS 2010) which is mentioned earlier in this response.</p>	<p>Support noted. The Council are committed to ensuring a robust and credible evidence base in accordance with PPS12, PPS3 and Practice Guidance of relevance. The evidence base underpinning the formulation and implementation of housing policies can be accessed from the Council's website.</p> <p>Regard has been had to the aims and objectives of the Regional Housing Strategy as evidenced by the accompanying Sustainability Report.</p> <p>To ensure that the vision remains appropriate in the long-term, it will be amended to instead make reference to 'regional housing requirements' as opposed to any specific regional strategy which may be replaced during the course of the plan period.</p>
CSVIS/50	mr simon artiss Bellway Homes	We consider Warrington to be a strong market and therefore seek development opportunities.	Comment noted.
CSVIS/51	mr simon artiss Bellway Homes	We seek policies that reflect the realities of the house building industry as this will inform the delivery of your RSS targets. In the present economic climate (which will impact upon the Core Strategy plan period) the policy focus needs to be upon supporting sites and proposals which have a realistic prospect of being built. There is no point pursuing policies and proposals that fail to deliver what they seek because they disregard market conditions.	The Strategic Housing Land Availability Assessment (SHLAA) is intended to quantify the supply of deliverable and developable land within the Borough. The SHLAA is updated on an annual basis and the underlying methodology and assumptions, alongside draft findings, are subject to consultation to ensure that these are realistic and hence accurately reflect what can be delivered in the short, medium and longer term. Due regard will be had to the SHLAA, in addition to further evidence of relevance, during strategy / policy formulation.
CSVIS/52	mr simon artiss Bellway Homes	We support regeneration objectives and would be interested in certain priority regeneration sites, but these have associated development costs. Any additional costs (POS, Code, affordable, etc) can affect viability and policies must avoid being prescriptive in their application of such additional costs.	Support for regeneration objectives noted.

ID	Name / Organisation	Comments	Officer Comments
CSVIS/53	mr simon artiss Bellway Homes	We remain concerned that a policy focus on limiting land release in order to focus on regeneration priorities will not deliver the level of new homes required, including new affordable homes. We therefore advocate site allocations outside of the regeneration areas;	Viability issues are acknowledged as important and consideration will be given to these during strategy / policy formulation. The adopted Regional Spatial Strategy currently sets this priority for Warrington. The Strategic Housing Land Availability Assessment (SHLAA), which identifies the volume and location of deliverable and developable land within the Borough, will be used to inform the options. The SHLAA is updated on an annual basis and the underlying methodology and assumptions, alongside draft findings, are subject to consultation to ensure that these are realistic and hence accurately reflect what can be delivered, and where, in the short, medium and longer term.
CSVIS/54	mr simon artiss Bellway Homes	An over-emphasis on PDL may also restrain delivery: in weaker market areas, with depressed residential land values, it is proving difficult to generate sufficient value to release that site for redevelopment.	The Strategic Housing Land Availability Assessment (SHLAA) is intended to quantify the volume and location of deliverable and developable land within the Borough. The SHLAA is updated on an annual basis and the underlying methodology and assumptions, alongside draft findings, are subject to consultation to ensure that these are realistic and hence accurately reflect what can be delivered, and where, in the short, medium and longer term. Due regard will be had to the SHLAA, in addition to further evidence of relevance, during strategy / policy formulation.
CSVIS/55	mr simon artiss Bellway Homes	Supporting new residential development in stronger market locations will assist the delivery of new homes, including new affordable homes, in these difficult trading times. Some Greenfield release would also assist this process, although we are mindful of RSS targets.	The Strategic Housing Land Availability Assessment (SHLAA) is intended to quantify the volume and location of deliverable and developable land within the Borough. The SHLAA is updated on an annual basis and the underlying methodology and assumptions, alongside draft findings, are subject to consultation to ensure that these are realistic and hence accurately reflect what can be delivered, and where, in the short, medium and longer

ID	Name / Organisation	Comments	Officer Comments
CSVIS/56	mr simon artiss Bellway Homes	Densities - lower density (30-40 dph) family housing has remained stronger than the higher density apartment market, where finance remains difficult. Your density assumptions (in your SHLAA, for example) need to reflect this.	term. Due regard will be had to the SHLAA, in addition to further evidence of relevance, during strategy / policy formulation. The Strategic Housing Land Availability Assessment (SHLAA) is intended to quantify the volume and location of deliverable and developable land within the Borough. The SHLAA is updated on an annual basis and the underlying methodology and assumptions, alongside draft findings, are subject to consultation to ensure that these are realistic and hence accurately reflect what can be delivered, and where, in the short, medium and longer term. In the 2009 SHLAA, longer lead in times, reduced annual completion rates and very cautious densities were employed directly in relation to concerns raised by stakeholders. Due regard will be had to the SHLAA, in addition to further evidence of relevance, during strategy / policy formulation.
CSVIS/37	Kieran Preston	We note and support the intention through the vision to continue to build housing in areas outside of the Green Belt. We support the protection of green belt land, as these areas provide valuable open space on the urban fringe with associated benefits including recreation, human health and enjoyment and biodiversity conservation as well as linking to urban green spaces as part of an ecological network between urban areas, the wider countryside, and nationally important landscapes and nature reserves. We also recognise that some brown field sites can also provide important habitat for species and benefits for biodiversity and these areas should also be evaluated for their benefits prior to re-development. This section could be further improved through specific reference to sustainable design and construction principles, including the use of sustainable drainage, use of reclaimed materials, low carbon technologies and micro renewables in the development of new housing stock within the borough. Sustainable design and construction also includes development that conserves and enhances the landscape, biodiversity and access to greenspace and should be referenced within this section.	Support for the protection of Green Belt land noted. In determining planning applications for development proposals the Council must have due regard to paragraph 13 of Planning Policy Statement 9 'Biodiversity and Geological Conservation'. Paragraph 13 acknowledges that previously developed land may have significant biodiversity or geological interest, which if so, should be retained and incorporated into the development site. The sustainability principles referred to are included within the 'Sustainability and Climate Change' element of the draft vision through recognition that they should apply to all forms of development as opposed to just housing. Whilst this round of consultation has presented the vision in a disaggregated format grouped around key issues, the various elements must be read within the context of the full vision as opposed to in isolation.

ID	Name / Organisation	Comments	Officer Comments
CSVIS/63	Andy Frost Jones Lang LaSalle Ltd	PQ considers that the Core Strategy should ensure that its housing land supply to 2026 is achieved by making the most efficient use of existing development allocations which are appropriately located in relation to town centres, areas of existing employment, and key regeneration areas. This includes large Greenfield sites located on the edge of Warrington Town Centre, such as Arpley Meadows, which are uniquely able to accommodate large volumes of housing in a way which can deliver major regeneration objectives. The LDF should avoid alterations to the Green Belt until all suitable, available and deliverable sources of housing land supply have been exhausted.	Support for protection of the Green Belt noted. The Strategic Housing Land Availability Assessment (SHLAA) is intended to quantify the volume and location of suitable, available and achievable land for housing within the Borough. The SHLAA is updated on an annual basis and the underlying methodology and assumptions, alongside draft findings, are subject to consultation to ensure that these are realistic and hence accurately reflect what can be delivered, and where, in the short, medium and longer term. Due regard will be had to the SHLAA, in addition to further evidence of relevance, during strategy / policy formulation.
CSVIS/85	Mr Colin Griffiths Managing Director Satnam	2.1 We note that at present the outward growth of the town has been limited "by the establishment of Green Belt boundaries" and it is of course noted that Peel Hall lies outside the extent of the Green Belt, next to the existing built up area. It lies therefore inside the eventual growth limit of the town which is set by the established Green Belt boundary. This means that housing growth is to be directed into the regeneration of the older areas of Warrington. As noted earlier Peel Hall is included within the Regeneration Area of Warrington. 2.2 It is noted that The Vision @ 2026 anticipates further homes being provided within Warrington with no further alternations to the Green Belt. This growth The Vision says "has been prioritised to secure the successful regeneration of inner Warrington". It will be noted this is the area within which Peel Hall is located. 2.3 The Vision also anticipates that "the supply of Affordable Housing has been boosted by enhanced public sector provision along side that secured, where viable, from the qualifying private sector developments". It is of course anticipated that significant amounts of Affordable and Special Needs Housing is able to be provided as part of a comprehensive package for Peel Hall.	It is acknowledged that Peel Hall is currently excluded from the Green Belt and included within the proposed Regeneration Area. The Council is currently undertaking an Affordable Housing Viability Assessment which alongside the Strategic Housing Land Availability Assessment will help to identify the potential of sites within the Borough to contribute to meeting identified affordable housing needs.

ID	Name / Organisation	Comments	Officer Comments
CSVIS/67	Victoria Ridehaugh Highways Agency	The Refined Vision describes how currently the RSS housing requirement figures have been exceeded and a deliverable supply of new homes is in place to meet the growth agenda. The Refined Vision sets out that the growth agenda will have been met with no alteration to the Green Belt and welcomes the aspiration to protect the Green Belt boundaries. We note that a Housing Needs Assessment has been carried out in the Borough, and would be grateful if we could see this assessment.	Support for protection of the Green Belt noted. The Council's Strategic Housing Market Assessment clarifies housing need and demand. The study, along with an executive summary, is available in full from the Council's website at the below URL: http://www.warrington.gov.uk/Environmentandplanning/Planning/ldf_evidence/Local_evidence.aspx
CSVIS/100	Louise Morrissey Peel Holdings	Peel considers that the first paragraph to be reworded to the following (deletions shown with strikethrough and additional text underlined): <i>"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 RSS requirements and the growth agenda, with no alteration to the Green Belt having been carefully controlled."</i>	The vision will be amended to instead read that there will be no alterations to the Green Belt without justification through strategic review. Through recognition that a Green Belt release can be justified through land uses other than housing, reference to the Green Belt will instead be included within the "Where is Warrington?" element of the vision.
CSVIS/96	John Coxon Emery Planning Partnership	We note that maintaining the existing Green Belt boundaries is identified as part of the '2026 vision'. Policy RDF4 of the RSS states that there is no need for any exceptional substantial strategic change to Green Belt and its boundaries in Warrington before 2021. However, the policy continues to identify that local detailed boundary changes (nonstrategic) should be examined through the LDF process. We question the predetermined view that the Green Belt boundary is to remain throughout the entire plan period. This is based upon two concerns: the housing requirement and likely future amendments to it, and meeting the specific housing requirements of all parts of the borough, including the rural parts. Housing Requirement The National Housing and Planning Advice Unit (NHPAU) was commissioned following the 2007 Government Green Paper titled "Homes for the Future: More affordable, more sustainable". Its purpose is to provide the Government with	The national context for increased housing provision is acknowledged and Warrington's commitment to supporting this agenda is demonstrated by the designation of the Borough, alongside Halton and St. Helens, as a second round Growth Point. The Strategic Housing Land Availability Assessment (SHLAA) is intended to quantify the volume and location of deliverable and developable land within the Borough. The SHLAA is updated on an annual basis and the underlying methodology and assumptions, alongside draft findings, are subject to consultation to ensure that these are realistic and hence accurately reflect what can be delivered, and where, in the short, medium and longer term.

ID	Name / Organisation	Comments	Officer Comments
		<p>advice about the supply ranges to be tested by Regional Planning Authorities in future Regional Spatial Strategy (RSS) reviews. The NHPAU published their recommendations in the document titled "Meeting the housing requirements of an aspiring and growing nation: taking the medium and long term view" in June 2008.</p> <p>The NHPAU report sets out minimum and maximum delivery rates for each of the regions. The minimum delivery rate for the North West to 2026 is 26,600, although by 2016, the minimum delivery point should be 27,600. This is an increase of 16% or 4,489 households over the current RSS. The upper delivery rate for the North West to 2026 is 29,500, although by 2016, the projected delivery point should be 31,300. This is an increase of 26% or 8,189 households over the current RSS.</p> <p>The NW Regional Strategy 2010 is scheduled to be approved by the Secretary of State and adopted at the end of 2011. The Draft Part 1 currently being consulted upon sets out that indicatively the range of new housing completions will need to be between 23,000 per annum (current agreed RSS figure) and 29,000 per annum (the high end of the National Housing and Planning Advice Unit advice from Government).</p> <p>In addition, the annual requirement will increase by 20% due to Growth Point status. The growth point status gives a clear emphasis on meeting Warrington's future housing requirements and needs.</p> <p>This indicates a significant upward trend in housing provision. It is not the purpose of this representation to rewrite the RSS/Core Strategy housing requirement, but to demonstrate that there is clear statistical justification with the upward trend in housing need. As the DPD should plan for new housing to at least 2026 these figures should not be ignored.</p> <p>We therefore consider that the assertion that Green Belt boundaries will remain unaltered is premature, and the plan would not have the inbuilt flexibility to deal with changes to the housing flexibility.</p>	<p>The SHLAA currently identifies that there is sufficient suitable, available and achievable land within the Borough to meet regional planning requirements and the growth agenda. Analysis within the SHLAA also shows that the mix of dwelling completions in recent years, the majority of which have been within Inner Warrington, have closely aligned with need identified in the Strategic Housing Market Assessment.</p> <p>Support for taking opportunities elsewhere within the Borough where needed to secure a more balanced housing offer is noted.</p> <p>The vision will be amended to instead read that there will be no alterations to the Green Belt without justification through strategic review. Through recognition that a Green Belt release can be justified through land uses other than housing, reference to the Green Belt will instead be included within the "Where is Warrington?" element of the vision.</p>
	Housing Needs		

ID	Name / Organisation	Comments	Officer Comments
		<p>In the recent past, planning policy has directed housing into Central Warrington. The housing restriction policy that has been in place has emphasised this. If Warrington is to rely too heavily on meeting its annual housing requirements through inner Warrington brownfield sites, the council may be in a position to meet the RSS requirement, but we consider that an over reliance would compromise the borough meeting its overall vision as set out in the previous Issues and Options consultation.</p> <p>Brownfield sites in inner Warrington, which will mainly deliver 1 and 2 bedroom flats, often for private rent, cannot meet the requirements for family housing. There is a recognised shortage at national and local level. In Warrington, the SHMA identifies that there is a clear need for 2 bedroom, and in particular 4 bedroom, owneroccupied and socialrent houses. The study also recognises that Warrington has house prices above the NorthWest average, and first time buyers struggle to get onto the housing market.</p> <p>We consider that the requirement for 2, 3 and 4 bedroom family housing, including affordable housing, can only be met through the allocation of a proportion of development outside of inner Warrington, and in strategic locations through the release of greenfield / Green Belt land.</p> <p>The '2026 vision' also states that opportunities will be "taken elsewhere within the borough where needed to secure a more balanced housing offer with increased choice, affordability and equality for Warrington's residents". We fully support this objective. We consider that it further emphasises the need to provide housing in locations where it is needed. Specifically, we consider that further housing is required within the countryside and its constituent settlements, where the demand for new affordable and market housing is the highest.</p> <p>To summarise, we object to the assertion that Green Belt boundaries will remain unaltered throughout the plan period. We consider that some alterations may be needed in order to satisfy specific housing needs in the borough that cannot be met elsewhere.</p>	

ID	Name / Organisation	Comments	Officer Comments
CSVIS/110	Stephen Harris Emery Planning Partnership	<p>We note that maintaining the existing Green Belt boundaries is identified as part of the '2026 vision'. Policy RDF4 of the RSS states that there is no need for any exceptional substantial strategic change to Green Belt and its boundaries in Warrington before 2021. However, the policy continues to identify that local detailed boundary changes (nonstrategic) should be examined through the LDF process.</p> <p>We question the predetermined view that the Green Belt boundary is to remain throughout the entire plan period. This is based upon two concerns: the housing requirement and likely future amendments to it, and meeting the specific housing requirements of all parts of the borough, including the rural parts.</p> <p>Housing Requirement</p> <p>The National Housing and Planning Advice Unit (NHPAU) was commissioned following the 2007 Government Green Paper titled "Homes for the Future: More affordable, more sustainable". Its purpose is to provide the Government with advice about the supply ranges to be tested by Regional Planning Authorities in future Regional Spatial Strategy (RSS) reviews. The NHPAU published their recommendations in the document titled "Meeting the</p> <p>housing requirements of an aspiring and growing nation: taking the medium and long term view" in June 2008.</p> <p>The NHPAU report sets out minimum and maximum delivery rates for each of the regions. The minimum delivery rate for the North West to 2026 is 26,600, although by 2016, the minimum delivery point should be 27,600. This is an increase of 16% or 4,489 households over the current RSS. The upper delivery rate for the North West to 2026 is 29,500, although by 2016, the projected delivery point should be 31,300. This is an increase of 26% or 8,189 households over the current RSS.</p> <p>The NW Regional Strategy 2010 is scheduled to be approved by the Secretary of State and adopted at the end of 2011. The Draft Part 1 currently being consulted upon sets out that indicatively the range of new housing completions will need to be between 23,000 per annum (current agreed RSS figure) and 29,000 per annum (the high end of the National Housing and Planning Advice Unit advice from Government).</p>	<p>The national context for increased housing provision is acknowledged and Warrington's commitment to supporting this agenda is demonstrated by the designation of the Borough, alongside Halton and St. Helens, as a second round Growth Point.</p> <p>The Strategic Housing Land Availability Assessment (SHLAA) is intended to quantify the volume and location of deliverable and developable land within the Borough. The SHLAA is updated on an annual basis and the underlying methodology and assumptions, alongside draft findings, are subject to consultation to ensure that these are realistic and hence accurately reflect what can be delivered, and where, in the short, medium and longer term.</p> <p>The SHLAA currently identifies that there is sufficient suitable, available and achievable land within the Borough to meet regional planning requirements and the growth agenda. Analysis within the SHLAA also shows that the mix of dwelling completions in recent years, the majority of which have been within Inner Warrington, have closely aligned with need identified in the Strategic Housing Market Assessment.</p> <p>Support for taking opportunities elsewhere within the Borough where needed to secure a more balanced housing offer is noted.</p> <p>The vision will be amended to instead read that there will be no alterations to the Green Belt without justification through strategic review. Through recognition that a Green Belt release can be justified through land uses other than housing, reference to the Green Belt will instead be included within the "Where is Warrington?" element of the vision.</p>

ID	Name / Organisation	Comments	Officer Comments
		<p>In addition, the annual requirement will increase by 20% due to Growth Point status. The growth point status gives a clear emphasis on meeting Warrington's future housing requirements and needs.</p>	
		<p>This indicates a significant upward trend in housing provision. It is not the purpose of this representation to rewrite the RSS/Core Strategy housing requirement, but to demonstrate that there is clear statistical justification with the upward trend in housing need. As the DPD should plan for new housing to at least 2026 these figures should not be ignored.</p>	
		<p>We therefore consider that the assertion that Green Belt boundaries will remain unaltered is premature, and the plan would not have the inbuilt flexibility to deal with changes to the housing flexibility.</p>	
		<p>Housing Needs</p>	
		<p>In the recent past, planning policy has directed housing into Central Warrington. The housing restriction policy that has been in place has emphasised this. If Warrington is to rely too heavily on meeting its annual housing requirements through inner Warrington brownfield sites, the council may be in a position to meet the RSS requirement, but we consider that an over reliance would compromise the borough meeting its overall vision as set out in the previous Issues and Options consultation.</p>	
		<p>Brownfield sites in inner Warrington, which will mainly deliver 1 and 2 bedroom flats, often for private rent, cannot meet the requirements for family housing. There is a recognised shortage at national and local level. In Warrington, the SHMA identifies that there is a clear need for 2 bedroom, and in particular 4 bedroom, owneroccupied and socialrent houses. The study also recognises that Warrington has house prices above the NorthWest average, and first time buyers struggle to get onto the housing market.</p>	
		<p>We consider that the requirement for 2, 3 and 4 bedroom family housing, including affordable housing, can only be met through the allocation of a proportion of development outside of inner Warrington, and in strategic locations through the release of greenfield / Green Belt land.</p>	

ID	Name / Organisation	Comments	Officer Comments
		<p>The '2026 vision' also states that opportunities will be "taken elsewhere within the borough where needed to secure a more balanced housing offer with increased choice, affordability and equality for Warrington's residents". We fully support this objective. We consider that it further emphasises the need to provide housing in locations where it is needed. Specifically, we consider that further housing is required within the countryside and its constituent settlements, where the demand for new affordable and market housing is the highest.</p> <p>To summarise, we object to the assertion that Green Belt boundaries will remain unaltered throughout the plan period. We consider that some alterations may be needed in order to satisfy specific housing needs in the borough that cannot be met elsewhere.</p>	
CSVIS/125	Mr Pete Owens Warrington Cycle Campaign	<p>Housing cannot be treated in isolation from the economy.</p> <p>If the large expansion in employment envisaged in the economy section is to come about then much more housing growth will be needed to accommodate the large influx of employees and their families.</p>	<p>There is no evidence to suggest that housing growth has failed to keep up with economic growth and hence support the economy in the past, nor is there any evidence to suggest that planned future levels of housing growth are insufficient to support planned future levels of economic growth.</p> <p>Increasing housing choice and affordability is recognised as an important element of supporting the economy, alongside supporting wider objectives, but the vision as drafted highlights this desire.</p>
THE ECONOMY			
CSVIS/15	Ms Debra Holroyd 4NW	<p>The identified issues relate well to the overarching aim of RSS policy DP3: Promote Sustainable Economic Development and also relates well to policy W1 and the need to strengthen the Regional economy.</p> <p>We note that the document draws out a number of economic issues, we would welcome a strong evidence base to build up a robust evidence base required to support the production of accurate policies and a sound core strategy in relation to employment land etc.</p>	<p>In order to produce a sound Core Strategy the Council annually updates its Employment Land Availability Report and Employment Land Review to make an assessment of the quantity and quality to employment provision in the borough. As part of this process the role of Omega will be assessed and we intend to do this in liaison with the development agency.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/31	Mr Andrew Leysens United Utilities	<p>We also note the inclusion of the potential review for the role of Omega; this should be done in liaison with the NWDA.</p> <p>'The Regional Spatial Strategy suggests an oversupply of employment land in Cheshire and Warrington as a whole. In response to the stated oversupply and other economic factors it is appropriate to review the role of Omega against RSS Policy W2 and if necessary other suitable uses may be considered for the site.'</p> <p>When considering the oversupply of employment land in Warrington and the need to review the allocation of sites, it is premature to specifically state it is appropriate to review the role of Omega against RSS Policy W2 and if necessary other suitable uses may be considered for the site. United Utilities suggests any consideration of the oversupply of employment land should be undertaken on a borough wide basis and if a need is identified to review employment sites and bring forward other suitable uses, the review should consider all employment sites and not only Omega.</p>	<p>The Omega Strategic Site is the only employment land allocation in the borough and is included in the calculation behind RSS Policy W2 which identifies an oversupply in the Cheshire and Warrington Sub Region.</p> <p>The quantity and quality of employment provision in the whole borough is monitored on an annual basis and as part of this process the role of Omega will be assessed. Since it is the only allocation in the borough, and there are no other allocated sites which can be considered for alternative uses, it is not considered premature and will need to be comprehensively reviewed in order to conform with regional policy.</p>
CSVIS/38	Kieran Preston	<p>We note the intention to ensure continued investment within the borough and the provision of high quality sites for employment. We would wish to see this section expanded to include information on what constitutes a high quality site, for example amongst other things, access to public transport links, access to green space and buildings built to sustainable design and construction principles.</p> <p>We would welcome coverage of the economic value of the natural economy to Warrington, which can provide significant economic benefits to an area, for example through the inclusion of green infrastructure. See link to Natural Economy NW Project: http://www.naturaleconomynorthwest.co.uk/about.php</p>	<p>This background information is contained within the Employment Background Paper and Employment Land Review.</p> <p>Comment noted and additional information to be included within the Green Infrastructure and Employment background papers.</p>
CSVIS/86	Mr Colin Griffiths Managing Director Satnam	<p>3.1 It is noted that the forward supply of employment land at present is made up of a residual of new town sites - primarily Omega - and other key private sector sites such as Birchwood Park. There is a suggestion that there may be an over-supply of employment land within Cheshire and it may be appropriate to review the role of Omega against RSS Policy W2 and, if necessary, other suitable uses which may be considered for the site.</p>	<p>Comment noted and the role of Omega will be assessed to identify whether it contributes to the oversupply of employment land in the Cheshire and Warrington Sub Region. The quantity and quality of employment provision across borough is monitored on an annual basis in order to make an assessment of future land supply needs.</p>

ID	Name / Organisation	Comments	Officer Comments
		<p>3.2 We note The Vision @ 2026 however, confirms that a continuing "supply of high quality sites" has been provided within the Borough and that "economic performance has improved in the Borough over the last fifteen years".</p> <p>3.3 Whilst it is noted that central accessible sites should be brought forward for employment and other uses, these will only compliment the continued success of the longer standing peripheral sites such as Birchwood Park and Omega. The Vision @ 2026 confirms that looking forward from that date "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". As such key sites such as Omega should be retained for strategic employment purposes.</p>	
CSVIS/68	Victoria Ridehaugh Highways Agency	<p>The Refined Vision identifies the need to address inequalities and sustainability and states that the priority is to improve access to peripheral employment sites by walking, cycling and public transport and provide local opportunities for employment in accessible locations and we welcome this objective.</p> <p>Looking to the end of the plan period, the aspiration is to bring forward employment opportunities in central, accessible locations such as Bridge Street, Centre Park and the Wireworks, which complement the continued success of the longer standing peripheral sites such as Birchwood Park, and bring more vitality to the town centre. The Agency is encouraged that accessible locations in central locations are being identified at this stage for future employment as these should reduce the need to travel by private car.</p> <p>The Refined Vision states that the aspiration is for the visitor economy in the Borough to expand. As with employment, the Agency encourages that thought is given at an early stage as to the means by which people attracted by the visitor economy will access Warrington from other areas. We would welcome consideration being given to viable public transport alternatives to the private car being put in place to connect Warrington with surrounding areas in order to avoid placing an increased trip burden on the SRN.</p>	<p>Comment noted in support of the objective.</p> <p>Other comments noted and consideration is being given to reduce reliance on the private car through the transport issues section.</p>
CSVIS/101	Louise Morrissey	<p>Peel considers that the following text should be amended to the following (deletions shown with strikethrough and additional text underlined):</p>	<p>Comment noted and suggested amendments made</p>

ID	Name / Organisation	Comments	Officer Comments
	Peel Holdings	<i>"Warrington is meeting the needs of businesses, including service sectors (finance and business services and public administering), the knowledge economy, and manufacturing and distribution sectors through the provision of a supply of high quality sites and a skilled population. Economic performance as improved in the borough over the last 15 years."</i>	
CSVIS/64	Andy Frost Jones Lang LaSalle Ltd	PQ supports the view that the forward land supply of high quality employment (and mixed use housing / employment) sites should remain a priority to 2026, leading to continued investment in the borough and the provision of quality and attractive inward investment opportunities. However, the Core Strategy should also allow for the managed change of existing land uses, including existing employment areas, where the need to focus housing land supply within close proximity to Warrington Town Centre and key regeneration areas is of overriding importance.	Comment noted. The Core Strategy will aim to ensure appropriate development is located in the appropriate location to deliver regeneration benefits.
CSVIS/97	John Coxon Emery Planning Partnership	<p>We note that the present situation identifies the oversupply of employment land in Cheshire and Warrington. However, the employment land supply in Warrington is heavily reliant upon a small number of large sites, primarily the Omega site.</p> <p>Notwithstanding the fact that the future of the Omega site is currently being reviewed by all parties, we are concerned that there is an insufficient supply of employment land in other areas of the borough.</p> <p>The vision for 2026 should ensure that the local economic needs of all of the settlements in the borough are met. There is a need to promote employment opportunities in the countryside and its constituent settlements. Such employment opportunities can meet local needs, and reduce the need to travel for inhabitants of settlements within the countryside.</p> <p>We therefore consider that the vision needs to incorporate a commitment to increasing the amount of employment land in the countryside and its constituent settlements, in particular in and around the identified key service centres.</p>	<p>Comment noted. The role of Omega will be assessed to identify whether it contributes to the oversupply of employment land in the Cheshire and Warrington Sub Region. The quantity and quality of employment provision across the borough is monitored on an annual basis in order to make an assessment of future land supply needs.</p> <p>Employment opportunities in the countryside are acceptable provided that they are consistent with national green belt policy. Warrington has a range of major developed sites in the green belt for employment uses which make a positive contribution to the more rural areas of the borough. In making an assessment of future employment land supply, the re use of Brownfield sites will be more preferable location for employment development.</p> <p>It is not considered that Warrington has "Key Service Centres". The whole borough is heavily influenced by the town of Warrington itself, and other centres, considered in RSS terms, are more akin to Local Service Centres both within the town and in the larger villages. The town and</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/111	Stephen Harris Emery Planning Partnership	<p>We note that the present situation identifies the oversupply of employment land in Cheshire and Warrington. However, the employment land supply in Warrington is heavily reliant upon a small number of large sites, primarily the Omega site.</p> <p>Notwithstanding the fact that the future of the Omega site is currently being reviewed by all parties, we are concerned that there is an insufficient supply of employment land in other areas of the borough.</p> <p>The vision for 2026 should ensure that the local economic needs of all of the settlements in the borough are met. There is a need to promote employment opportunities in the countryside and its constituent settlements. Such employment opportunities can meet local needs, and reduce the need to travel for inhabitants of settlements within the countryside.</p> <p>We therefore consider that the vision needs to incorporate a commitment to increasing the amount of employment land in the countryside and its constituent settlements, in particular in and around the identified key service centres.</p>	<p>other nearby urban areas provide the main sources of employment in the borough, and in this regard Lymm is no different to suburban areas of the town such as Thelwall, Woolston and Pewterspear. Considerable employment opportunities also exist within the defined inset villages and further employment development is not discouraged.</p> <p>Comment noted. The role of Omega will be assessed to identify whether it contributes to the oversupply of employment land in the Cheshire and Warrington Sub Region. The quantity and quality of employment provision across borough is monitored on an annual basis in order to make an assessment of future land supply needs.</p> <p>Employment opportunities in countryside are acceptable provided that they are consistent with national green belt policy. Warrington has a range of major developed sites in the green belt for employment uses which make a positive contribution to the more rural areas of the borough. In making an assessment of future employment land supply, the re use of Brownfield sites will be more preferable location for employment development.</p> <p>It is not considered that Warrington has "Key Service Centres". The whole borough is heavily influenced by the town of Warrington itself, and other centres, considered in RSS terms, are more akin to Local Service Centres both within the town and in the larger villages. The town and other nearby urban areas provide the main sources of employment in the borough, and in this regard Lymm is no different to suburban areas of the town such as Thelwall, Woolston and Pewterspear. Considerable employment opportunities also exist within the defined inset villages and further employment development is not discouraged.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/114	Jacqui Johnson	The Past should mention the 1940's and 50's for the camps and ordnance works, Burtonwood air base for its impact on the region, and the development of the UKAE and associated businesses.	Comment noted and suggestions included
CSVIS/126	Mr Pete Owens Warrington Cycle Campaign	<p>We welcome the review of the role of Omega given the oversupply of employment land.</p> <p>Peripheral sites cannot by their nature be accessible by foot or public transport. Pedestrian accessibility is dependent on proximity - these sites are simply too remote to be reached on foot. Public transport accessibility depends on development being close a main transport hub (i.e. central rather than peripheral).</p> <p>These sites are designed and marketed for their accessibility by private cars, with their large car parks and proximity to the motorway network. While the council continues to allow development on such sites it will make it very difficult to promote more sustainable locations.</p>	<p>Comment noted. The role of Omega will be assessed to identify whether it contributes to the oversupply of employment land in the Cheshire and Warrington Sub Region. The Core Strategy aims to ensure that a range of employment sites are available across the borough in accessible locations.</p> <p>Sustainable transport and accessibility issues are considered with the transport background paper.</p>
CSVIS/133	Scottish and Southern Energy	<p>Fiddlers Ferry Power Station is an important source of employment in the Borough. The existing Power Station provides a range of jobs, with a permanent workforce of around 270 persons employed directly in mechanical and electrical engineering, commercial and administrative positions, additionally there are also 27 apprentices currently being trained at the Power Station. The Power Station also employs a diverse range of external contractors, providing a further 200 man years of direct contract employment time annually and presently unquantified job numbers of persons associated with indirect secondary sub-contractors and service providers. Furthermore during outage periods (April - September) the number of contractors on site increases by about 400.</p> <p>The CSRVP does not recognise Fiddlers Ferry Power Station as a major employer of local residents, living within and outside of the Borough. We consider that the importance of the Power Station's contribution to the local economy, both at present and as part of the Council's future vision, should be recognised and supported in the Core Strategy. The importance of Fiddler's Ferry was acknowledged by the Inspector in the Warrington UDP inquiry for electricity</p>	<p>Comments are noted. It is not considered appropriate for the vision to list all key employment sites in the borough. It is appropriate that the vision makes reference to sites that have come forward for development within the Core Strategy plan period and to key employment areas (such as Birchwood Park) only.</p> <p>It is acknowledged that the omission of references to major infrastructure in the Core Strategy should be addressed. The next stage of consultation will see the issue of a further Background Paper setting out a position statement in relation to all aspects of major infrastructure in the borough, including electricity generation and distribution. This will include significant references to Fiddlers Ferry power station and will draw upon the information contained in the representations from Dalton Warner Davis.</p>

ID	Name / Organisation	Comments	Officer Comments
		<p>generation in his consideration of policy EMP9 (Employment Development Opportunity Area: Fiddler's Ferry Power Station). The UDP policy supports proposals for employment development at the site, recognising that the power station is a key component of the National Grid serving the greater Merseyside area.</p> <p>A letter to chief planning officers from DCLG on 9.11.09 drew attention to the newly released draft National Policy Statements (NPSs), associated with the new single consent regime for nationally significant infrastructure projects (NSIPs). NPSs are not part of the statutory development plan but are statements of national policy on NSIPs to which regional authorities and local planning authorities should have regard when preparing their plans. It was also said in the DCLG letter that emerging policy in a published draft NPS may be relevant. The Draft Overarching National Policy Statement (EN-1) explains that "energy is vital to economic prosperity and social well-being and so it is important to ensure that we have secure and affordable energy" (paragraph 2.1.2). Fiddler's Ferry remains an important constituent of the electricity generating mix and continues to fulfil its important role in the provision of electricity within the region.</p>	<p>As work progresses to improve our understanding of infrastructure issues, there is likely to be scope for the inclusion of an overarching policy supporting major infrastructure development and investment in the borough, particularly where this is of strategic significance as is the case with Fiddlers Ferry.</p>
SUSTAINABILITY AND CLIMATE CHANGE			
CSVIS/8	Mr Tom Ferguson Planning Policy manager Mersey Forest	<p>There is a relationship between green infrastructure and climate change. This is implied by reference in the Vision's 2nd paragraph to stewardship of the natural environment but only in relation to safeguarding resources.</p> <p>suggest rewording</p> <p>"The borough is exercising careful stewardship of the natural environment to safeguard vital resources including water, air and soil which will help to both mitigate and adapt to climate change"</p>	<p>Comment noted and agreed - the vision has been amended to reflect the suggested change.</p>
CSVIS/20	Alan Hubbard National Trust	<p>The wording is not very ambitious; for example, it is the case that the Borough is already "generating a proportion of its energy needs from renewable sources", albeit probably quite a low proportion - reference to a "substantial proportion" or something much more specific such as "at least 30%" is warranted.</p>	<p>The Energy study is not yet complete so there is not sufficient evidence at present to set specific targets. However, it is agreed that the wording could be altered to reflect a more ambitious aspiration.</p>

ID	Name / Organisation	Comments	Officer Comments
		<p>In the second paragraph there should be inclusion of the aspirations for climate change adaptation, e.g. "and measures to ensure successful adaptation to the unavoidable impacts of climate change have been secured".</p>	<p>It is agreed that the second paragraph should include aspirations for climate change adaptation. The proposed amendment under action to comment CSVIS/8 will address this point.</p>
CSVIS/39	Kieran Preston	<p>Adaptation to climate change is a key priority and we welcome inclusion of this important priority within the core strategy. We note the reference to the use of renewable energy and energy efficiency in the use of construction improvements. We suggest that reference in this section should also be made to the benefits of green infrastructure and sustainable drainage methods.</p> <p>We welcome the intention to conserve vital natural resources and the careful stewardship of the natural environment. We would also wish to see specific reference made here to biodiversity, geodiversity, landscape and access to greenspace to ensure that these important areas are protected.</p>	<p>The benefits of green infrastructure are recognised in the proposed amendments to the second paragraph of the vision. The importance of sustainable drainage methods are addressed in the consultation on Development Management Policies (Paragraph 11.5) undertaken in February 2009.</p> <p>It is considered that the term "natural environment" encompasses biodiversity, geodiversity and landscape.</p> <p>The protection of the natural environment/green infrastructure forms part of the vision under the Green Infrastructure issue section and does not therefore need to be repeated.</p>
CSVIS/69	Victoria Ridehaugh Highways Agency	<p>The Refined Vision sets out the sustainability and climate change vision for the borough. The aspiration is for the borough's carbon footprint to have reduced by 2026. It is stated that this will be partially achieved through improvements in energy efficiency, owing partly to 'changes in travel modes and patterns'.</p> <p>The Agency is encouraged that the aspiration is to reduce the borough's carbon footprint and stress that reducing the need to travel and promoting sustainable modes of travel over the private car are important ways to help reduce the carbon footprint. However, the Agency would like to see a more explicit commitment in terms of travel expressed within this section. In particular, it is considered that the current wording 'changes in travel modes and patterns' could be made to be more specific, for example 'increases in travel by sustainable modes and reducing the need to travel'. This would help to satisfy us that appropriate sustainable travel commitments are guiding policy at this</p>	<p>It is agreed that reducing the need to travel should be included as part of the vision. The vision will be amended along the lines suggested to reflect this.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/102	Louise Morrissey Peel Holdings	<p>stage. In addition, the Agency's Influencing Travel Behaviour team would be happy to advise on schemes and solutions where appropriate, especially sites located close to the SRN.</p> <p>This section would benefit from a commitment to making developments sustainable in terms of the way in which they are accessed.</p> <p>Peel considers that the second sentence of the first paragraph of the Vision should be reworded as follows (deletions shown with strikethrough and additional text underlined):</p> <p><i>"The design and layout of development is influenced by climate change considerations and where <u>where practical new development is generating a proportion of its energy needs from renewable sources.</u>"</i></p> <p>And the final sentence should be amended to the following:</p> <p><i>" Energy efficiency has improved through <u>higher standards of construction, improvements to existing buildings and changes in travel and transport modes and patterns.</u>"</i></p>	<p>The comment in respect of the proportion of renewable energy that new development generates is noted. The Council's Renewable Energy Capacity Study that is currently being undertaken (due for completion at the end of May 2010) will help inform what specific targets/criteria can be set in respect of carbon emissions and levels of renewable energy in new development.</p> <p>It is considered that the reference to "transport" as a mode is unnecessary as travel would include this but also allow for the inclusion of walking as a mode of movement.</p>
CSVIS/113	Jacqui Johnson	<p>This strategy refers to Climate Change but needs to go into more detail on its impacts, and how to combat those impacts. The issues of food security and water supply should not be avoided.</p> <p>The constraints of the infrastructure should also be considered .</p> <p>PPS4 EC6.1 says you should ensure that the countryside is protected for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed by all. The key thing is the wealth of its natural resources, importantly the value of its land as agricultural land.</p>	<p>The detailed impacts of climate change and how these will be combated will be dealt with in more detailed design and topic specific guidance.</p> <p>In respect of the comments about the countryside, the wealth of its natural resources and its value as agricultural land and water supply: the second paragraph of the vision addresses these issues in broad terms and agricultural land quality is identified as a key issue in the Countryside Section.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/115	Jacqui Johnson	The Vision refers to flooding and safeguarding natural resources such as soil but a stronger statement is necessary "agricultural land, both existing and potential, has been protected from development and local production of food on this land and in allotments is encouraged"	These matters are addressed in the vision for the "countryside".
CSVIS/127	Mr Pete Owens Warrington Cycle Campaign	This section does not begin to address the challenge of averting climate change. We do not just need to reduce our carbon footprint, but to make deep cuts in emissions. It is very difficult to make sufficient changes to existing buildings, infrastructure and travel patterns, so new development will have to aim for carbon neutrality and to avoid the need for travel.	The aspiration in respect of carbon neutrality is noted. There are already measures in place to achieve zero carbon in all new homes by 2016 through the Building Regulations and proposals to make all other new buildings zero carbon by 2019. The Council's Renewable Energy Capacity Study that is currently being undertaken (due for completion at the end of May 2010) will help inform what specific targets, if any, over and above those set through Building Regulations in respect of carbon emissions. In addition the study will inform what levels of renewable energy, over and above the current RSS requirement, can be requested in new development. In addition the guidance/policy in the new PPS on Planning for a Low Carbon Future in a Changing Climate will be taken into account when it is published and the vision refined to take account of this if necessary.
CSVIS/130	Ms Debra Holroyd 4NW	We welcome the inclusion of sustainability and climate change as a key issue. In relation to climate change, there is a need to ensure that new development integrates sustainable design such as Sustainable Urban Drainage Systems (SUDs) and the use of Green Infrastructure to help tackle and adapt to climate change effects. Please see RSS policies DP9 and EM5. Wherever possible, new development should be located in areas where flood risk is low and that measures are to be taken to minimise the risk of flooding. The Core Strategy must therefore make sure that it takes account of the actual calculated risk of flooding and levels of mitigation in the borough when deciding where development should and should not take place. Sequential tests / Strategic	The aspiration to avoid the need to travel completely is noted but is considered to be unrealistic. The comments are noted. All themes will be addressed as work progresses.

ID	Name / Organisation	Comments	Officer Comments
		<p>Flood Risk Appraisal (SFRA) should highlight areas of flooding and the potential levels of risk in terms of probability analysis. Development should be guided by the technical/support document and the SFRA.</p> <p>In terms of air pollution and energy issues, Warrington should ensure that the borough supports sustainable development; if the population can access jobs and services near to their homes then this has a positive affect on climate change. Policies DP2, DP4 and DP5, provide a framework in sustainable patterns of development.</p> <p>There is also a need to ensure that within new development measures are taken to ensure we conserve energy and protect the natural environment, for example taking steps towards the Code for Sustainable homes.</p> <p>EM5, EM15, EM16 and EM18 establish a framework for sustainable design and construction, including water management, energy efficiency and use of decentralised, renewable or low carbon energy. It is important to ensure that the sustainable design measures are incorporated in the development i.e. the setting of targets for the energy to be used in the new development to come from decentralised and renewable or low carbon energy resources.</p> <p>For information, the Sustainable Energy Strategy for the region reinforces relevant policies from the RSS but more importantly offers important practical advice and information on taking these issues forward.</p> <p>NWDA with support from 4NW (and a number of other partners) have also produced a Integrated Appraisal Toolkit for use with a variety of strategies and development plans. The toolkit aims to ensure integrated plans and projects create sustainable developments within the North West.</p>	
CSVIS/134	Scottish and Southern Energy	<p>The Government's Draft Overarching National Policy Statement for Energy (EN1) (November 2009) confirms that "fossil fuel power stations play a vital role in providing reliable electricity supplies: they can be operated flexibly in response to changes in supply and demand, and provide diversity in our energy mix. They will continue to play an important role in our energy mix as the UK makes the transition to a low carbon economy" (EN-1 3.6.1).</p>	Comments noted.

ID	Name / Organisation	Comments	Officer Comments
		<p>DECC's Energy Markets Outlook Report (December 2009)(EMOR) also confirms the role of fossil fuel power stations in the UK's future energy mix as "a significant part of our future renewable electricity supply may be generated from wind. Output from each windfarm varies over time, depending on the local wind conditions. As the proportion of electricity generated from renewables increases, this results in an increasing system requirement for flexible power stations to provide back-up (or more demand side flexibility) to ensure that demand can be met during periods when wind output is low. Currently, coal and gas-fired power stations can provide this flexibility" (EMOR 4.3.15).</p> <p>Over recent years SSE has invested heavily in environmental improvements and development at Fiddler's Ferry, in particular the recently completed retrofitting of Flue Gas Desulphurisation (FGD) to three of the Power Station's four units, the addition of buildings and plant to facilitate co-firing with biomass fuels, installation of Separated Over Fire Air NOx abatement equipment in 2007 and in supporting the development of an ash processing facility within the site. In February 2010, SSE submitted an application to the Secretary of State for Energy and Climate Change for environmental improvements to the Power Station by installing Selective Catalytic Reduction (SCR) equipment, to reduce emissions of oxides of nitrogen (NOx). Between 2008 and 2013 SSE has plans to invest around £6.7 billion primarily in renewable energy, as well as in thermal generation, electricity networks and in other areas. This investment and SSE's latest plans which seek consent for SCR equipment is evidence of the Company's commitment to Fiddler's Ferry and its interest in the planning future of this site.</p>	
TRANSPORT	Mr David Mitchell	<p>Pedestrian and cycle networks are incomplete</p> <p>There is a full network already its called streets, they have footpaths down both sides for pedestrians and a very good surface for cyclists. There is one problem however drivers and some councillors/officers think they are just for cars, and we should be kept out of the way on token off road so called "facilities". These sometimes have their place eg Black Bear Park providing a direct short cut from Kingsway bridge to Stockton Heath avoiding Bridgefoot or circuitous roads. The council should start promoting use of streets by all and put the money it</p>	<p>Comments acknowledged and agreed. Comments will be passed to the Local Transport Plan team to ensure a joint approach. Whilst the Vision doesn't currently make reference to the cycle networks this will be taken it into account in formulating future objectives and policies.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/3	Mr David Mitchell	<p>keeps spending on off road routes into mending the potholes so cyclists can concentrate on avoiding the few inconsiderate drivers. They could even lead by example and get serious about being sustainable and travel to at least one council meeting a year by any means other than the car.</p> <p>You did say you wanted vision!</p>	<p>The Chapelford Masterplan includes plans for a proposed train station within the site. There is no fixed date for the scheme, and indeed a planning application has yet to be submitted. However, the Council's aspiration is to build the station in the medium to long term (4 to 5 years or more).</p>
CSVIS/17	Ms Debra Holroyd 4NW	<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>I remember a much vaunted plan that Chapelford was to get its own station, does this mean we might actually get it by 2025. The New Town did have the vision to build Birchwood station may be the council could follow its vision and do the same.</p>	<p>Comments noted. The Council will aim to ensure consistency with the Regional Spatial Strategy throughout Core Strategy production.</p>
		<p>There are three issues within the document specifically relating to transport, one of these; Reducing Dependency on Private Car addresses RSS policies DP5 and RT2. There is also an acknowledgement that Warrington is surrounded by the strategic road network and serves as a regional hub for road and rail.</p> <p>The Core Strategy should promote sustainable modes of transport, addressing RSS policies such as RT9. We also note the issue of congestion, this needs to be addressed through the appropriate location of new employment and housing development which could help to reduce private car travel (RSS policies DP2 and DP3). The need to enhance existing public transport infrastructure is also important (RSS policy DP4).</p> <p>We also note there is an issue related to the Manchester ship canal and railway infrastructure, we welcome this in line with RSS policy RT6.</p> <p>Transport is a key issue which runs through many of the other areas mentioned such as - The Economy, Housing, Climate change etc. consideration should be taken to integrate transport with some of these issues.</p>	

ID	Name / Organisation	Comments	Officer Comments
CSVIS/40	Kieran Preston	<p>We also welcome and support the principle of establishing a sustainable transport network with realistic and reliable alternatives to the use of cars including park & ride, public transport, walking and cycling.</p> <p>We also support the reference made in this section to development guided towards sustainable locations. We also consider that sustainable travel should provide routes to leisure and recreation assets, as well as hospitals and schools.</p>	Comments and support noted. Comments on accessibility also noted.
CSVIS/87	Mr Colin Griffiths Managing Director Satnam	<p>5.1 We note at present that the Consultation document states that the new town legacy has meant that many employment opportunities are dispersed and are in out-of-town locations making them more difficult to reach without a car especially from the deprived central wards.</p> <p>5.2 We note in The Vision @ 2026 that Warrington will have built on its strong routes as a regional transport hub and that the town is now "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 and Ride, public transport, walking and cycling". This in turn will support the continued success of the established out of town employment locations and will ensure the future success of the strategic employment site at Omega. Sustainability wise, this must be the correct route to follow.</p>	Comments and support noted.
CSVIS/70	Victoria Ridehaugh Highways Agency	<p>The Refined Vision states that the New Town's dispersed development patterns have increased the need to travel and public transport usage is low. The aspiration for 2026 is that travel across the Borough is accessible by all modes, with an integrated transport system providing realistic and reliable alternatives to using cars including park and ride, public transport, walking and cycling. The Agency is encouraged by this aspiration as it aims to reduce travel by private car however, we would welcome a stronger commitment to how the proposed public transport improvements will be achieved.</p> <p>The vision also sets out that in 2026 development will have been guided towards more sustainable locations and congestion has been reduced through demand management measures which encourage people to use modes of transport other than the car where possible. Once again this is an aspiration which the Agency is encouraged to see at this stage of the spatial plan-making process.</p>	Comments and support noted. The Core Strategy work will progress alongside work by the Council's transport officers on the Local Transport Plan to try to achieve public transport requirements and linkages.

ID	Name / Organisation	Comments	Officer Comments
CSVIS/103	Louise Morrissey Peel Holdings	<p>In relation to freight, the Refined Vision states that the Manchester Ship Canal and railway infrastructure will be vital for the movement of freight. The transfer of freight from road based modes to rail and water based modes is encouraged by the Agency as this should ease the trip burden on the SRN.</p> <p>Peel welcomes the inclusion of the Manchester Ship Canal as being vital for the movement of freight.</p> <p>Peel considers that the following additional sentence should be added to the 2026 vision (additional text underlined):</p> <p><u>"International links and tourism opportunities have been maximised."</u></p>	Comments noted. The additional sentence has been added to the Vision as requested.
CSVIS/116	Jacqui Johnson	The Vision includes Park and Ride- it is important that this is not seen as a universal panacea to town centre parking problems as it can create more car journeys, rather than discourage them.	Comments noted. Park and Ride is only one element of the integrated transport system in the Vision.
CSVIS/128	Mr Pete Owens Warrington Cycle Campaign	<p>While the "vision" section is welcome - if a bit weak, the "Present" section is unrealistic.</p> <p>We would welcome an approach " to use demand management and encourage the transfer of personal trips away from private cars to walking, cycling, or public transport, and of freight from road to rail or canal. " However, to describe this as the " current approach" is simply not true. The towns approach is the exact opposite - maximising the capacity of the roads for motor vehicles at the expense of all other road users, removing bus lanes, increasing pedestrian delay at crossings and making the roads ever more cycle hostile.</p> <p>It is unrealistic to describe the town as a "hub" of the rail network, with two rather run-down and disconnected stations.</p> <p>It is disappointing that many years after national cycle strategy prioritised provision for cyclists on the roads, the document still talks about " pedestrian and cycle networks". The roads are the preferred transport network for all users</p>	<p>Comments are noted regarding the current approach. The Council is actively trying to encourage the stated approach at present, particularly through the Local Transport Plan.</p> <p>With regards to the town being the hub of the rail network, these comments are noted. The document reflects the location of facilities, but does not reflect qualitative issues. It is accepted that the connectivity between the rail stations should be addressed.</p> <p>With regards to cycle networks, comments are acknowledged and agreed. The Vision currently doesn't make reference to cycle networks but it will be taken into account when formulating future objectives and policies.</p>

ID	Name / Organisation	Comments	Officer Comments
		- whether by foot, cycle, bus or car. The key is to place the needs of vulnerable road users paramount in the design those roads - not to marginalise them onto a second class network.	
WARRINGTON'S CENTRES			
CSVIS/1	Mr Chris Wakefield	Lymm as a centre in its own right seems to have been totally ignored.	Comment noted. Whilst Lymm is not specifically identified in this section, the "Building Blocks-South Warrington" element of the strategy will be amended to look more specifically at the characteristics and importance of Lymm.
CSVIS/41	Kieran Preston	We welcome the vision that the centre of Warrington will be accessible and would wish this to be linked to reference to sustainable transport links such as bus routes and cycleways. We would support in this section the inclusion of reference to greenspaces within the centre of Warrington which can bring numerous benefits to the town, for example even street trees and provide valuable wildlife habitat within urban areas.	Support noted. Amendments made to the vision to reflect sustainable transport links and reference to greenspaces within the centre.
CSVIS/88	Mr Colin Griffiths Managing Director Satnam	We note that The Vision @ 2026 states that there will, at that stage, be "an appropriate hierarchy of centres across the Borough that perform different roles from community hubs to a local source of fresh food". It should be noted that a comprehensive proposal for Peel Hall will include improvements to the existing local centre at Poplars Avenue / Capesthorne Road and the establishment of further facilities within Peel Hall itself.	Comment noted. The suitability of housing on with site will be considered further through the emerging Core Strategy.
CSVIS/71	Victoria Ridehaugh Highways Agency	Warrington currently serves as a sub-regional centre, secondary to Liverpool and Manchester. The 2026 vision sees the town centre maintaining its position in the regional hierarchy, being a successful, competitive sub-regional centre. We agree with this aspiration for Warrington in a regional context.	Support noted.
CSVIS/104	Louise Morrissey Peel Holdings	Peel welcomes the following sentence: "Beyond the retail core, the centre is enhanced by renewed fringe and gateway areas which have become integrated more effectively with the town centre."	Support noted.

ID	Name / Organisation	Comments	Officer Comments
CSVIS/89	Mr Colin Griffiths Managing Director Satnam	It is noted that The Vision @ 2026 refers to the "approaches and gateways to the town are improved" and that "those visiting Warrington are pleased by the quality of key gateways and routes into the Borough". We note that the A49 is an important route and this is in very close proximity to Peel Hall. Again a comprehensive proposal for development at Peel Hall will result in the opportunity to bring forward improvements to the A49 corridor.	Comments noted. The suitability of housing on this site will be considered further through the Core Strategy.
CSVIS/72	Victoria Ridehaugh Highways Agency	The Refined Vision states that the borough's strategic position on the road / motorway network has played a major part in attracting new industry and the current prosperity of the town. The vision for 2026 describes the improvements of approaches and gateways to the town. With regard to any improvements to the highway infrastructure that may have an impact on the SRN, as referred to earlier, we would be keen to adopt a joint working method between Warrington Council and the Agency in establishing a sound approach to assessing the infrastructure aspirations proposed in the Core Strategy.	Comment Noted. Consultation throughout the production of the Core Strategy will ensure collaborative partnership working and will enable any issues relating to the Strategic Road Network to be incorporated into the infrastructure requirements proposed. The Council will continue to involve the Highways Agency during its infrastructure Capacity Assessment consultation.
BUILT ENVIRONMENT			
CSVIS/9	Mr Tom Ferguson Planning Policy manager MerseyForest	There is an close relationship between the built environment and green infrastructure and climate change Suggest the vision could include "Protecting and where possible increasing the proportion of green cover and permeable surfaces within the built environment to help to adapt to climate change"	Comments noted. Amendments have been made to the vision to reflect comment.
CSVIS/21	Alan Hubbard National Trust	The aspirations for heritage are not at all stretching. Enhancement should be the goal for all aspects of the historic environment, not just Conservation Areas. References (last sentence) to the 'natural environment' are inappropriate in this part of the Vision.	Comments noted. Amendments have been made to reflect comments regarding heritage aspirations encompassing both conservation areas and historic environments. The "natural environment" reference will remain to reflect support from other stakeholders.

ID	Name / Organisation	Comments	Officer Comments
CSVIS/42	Kieran Preston	We support and welcome the vision with regard to the built environment of Warrington borough however we would welcome the addition of reference to linkages between the built and natural environment with for example, reference to the role natural green spaces within the built environment can play and the benefits this can bring to residents of the borough.	Support noted.
CSVIS/105	Louise Morrissey Peel Holdings	Peel welcomes the first paragraph of this vision	Support noted.
CSVIS/117	Jacqui Johnson	The Vision line 5 replace "maintained" with "improved"	Comment noted. Amendments have been made to the vision to reflect recommendations.
GREEN INFRASTRUCTURE			
CSVIS/4	Mr David Mitchell	The current cuts to the budget of the Ranger service are somewhat removed from the glowing words and vision stated here. Green infrastructure needs maintaining and input just like any other infrastructure such as roads and sewers if it is to remain useful and improve.	Comments noted.
CSVIS/10	Mr Tom Ferguson Planning Policy manager MerseyForest	<p>Given that the concept of green infrastructure is relatively new and that the multi-functional role was not previously recognised, perhaps the vision could be a bit more explicit so that the wide ranging character of green infrastructure and associated functions are more clearly understood. Fully accept that the vision cannot be a long list of typology and function but suggest something along the following lines for consideration:</p> <p>" The borough's environmental assets have been identified, protected and enhanced as part of an integrated multi-functional network of public and private greenspaces and water areas both within and around Warrington's built environment. Important habitats and species have been identified and protected.</p> <p>The network, which includes the countryside as well as gardens and street trees, provides an attractive setting for residents, investors and visitors. It is well maintained and easily accessible providing a resource for many functions</p>	<p>The comments are accepted and will be taken on board to refine the vision so as to be more explicit and to incorporate some of the other comments made along similar lines.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/22	Alan Hubbard National Trust	<p>including recreation, education, biodiversity and supporting healthy communities. The network also fulfills an important role in mitigating the effects of climate change"</p> <p>The second reference to "identified and protected" in the first sentence is superfluous. However, the element relating to "well managed and looked after" (as currently included in the Built Environment section) is missing and needs adding. It would also be appropriate to identify that Green Infrastructure will play a crucial role as part of the Borough's response to the impacts of climate change, being a key component of its adaptation strategy.</p>	<p>The proposed amendments made to action comments CSVIS/10, CSVIS/43 and CSVIS/118 will address these points.</p>
CSVIS/26	Alan Hubbard National Trust	<p>There is no acknowledgement of the landscape assets of the Borough and how these will have been protected and enhanced to ensure that the distinctive character of the Borough, and especially of its rural areas, has been respected and reinforced. Natural England's work on Tracking Landscape Change has identified the landscapes around Warrington as 'diverging' - i.e. changing in a way that is inconsistent with the vision for the landscape character areas. There is clearly an issue to be addressed here, for example having regard to PPS7 and the landscape component of adopted RSS Policy EM1.</p>	<p>The vision has been amended to include reference to the distinctive landscape assets of the borough.</p> <p>The Green Infrastructure Background paper will be amended to include Natural England's work on tracking landscape change.</p>
CSVIS/18	Ms Debra Holroyd 4NW	<p>The text within the vision seems to be positive in terms of the natural environment and we are pleased to note that a number of the key issues to be addressed relate to environmental quality and protection.</p> <p>There are a number of RSS policies which would offer further support to the document, in particular policy DP1, DP7, EM1 and EM3.</p> <p>In terms of the natural environment, there is a need to ensure that growth has a limited impact on biodiversity, green areas, including open space and green belt.</p> <p>4NW would like to emphasise the importance of protecting, conserving and enhancing the historic assets of the borough and that growth should have a positive impact on these assets. However, we are encouraged to note that maximum use will be made of previously developed land / buildings and that Warrington's built heritage will be safeguarded and enhanced.</p>	<p>In respect of the concern about ensuring that growth has a limited impact on biodiversity and green spaces, including open space and the Green Belt the proposed amendments made to action comments CSVIS/10, CSVIS/43 and CSVIS/118 will also address this point.</p> <p>Other comments made have been noted.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/35	Kieran Preston	<p>We welcome the inclusion of a fully established network of green infrastructure within the spatial vision for the Core Strategy. However there is a need to ensure this is continued throughout the future preparation of the Strategy. The Green Infrastructure Guide for the North West[1] provides a detailed definition of green infrastructure, as outlined in Policy EM3 of the RSS. The guide offers broad advice on how to plan and enhance green networks.</p> <p>Biodiversity is a core component of sustainable development, underpinning economic development and prosperity, and has an important role to play in developing locally distinctive and sustainable communities. From 1 October 2006, all local authorities and other public authorities in England and Wales have had a Duty to have regard to the conservation of biodiversity in exercising their functions. The Duty aims to raise the profile and visibility of biodiversity, to clarify existing commitments with regard to biodiversity and to make it a natural and integral part of policy and decision making. Guidance is available in Defra publication, Guidance for Local Authorities in Implementing the Biodiversity Duty, http://www.defra.gov.uk/wildlife-countryside/pdfs/biodiversity/la-guid-english.pdf</p> <p>The Duty is set out in Section 40 of the Natural Environment and Communities Act (NERC) 2006 and states that:</p> <p>This is a new duty for Local Authorities and we would expect to see references to it in all relevant planning documents including the Issues and Options and its Sustainability Appraisal.</p>	<p>The proposed amendments made to action comments CSVIS/10 and CSVIS/43 will address this point.</p>
CSVIS/43	Kieran Preston	<p>We welcome the inclusion of a section on green infrastructure (GI) in this document and would want to see a planned strategic network of GI secured in the LDF. GI is recognised as a network of formal and informal green spaces and related environmental assets that can underpin the sustainability of a local neighbourhood, a whole town, county or region. It does this by providing a host of 'ecosystem services' (for example, biodiversity, sustainable urban drainage, and climate change mitigation and adaptation) and social benefits (recreation, health, etc). We therefore are pleased that the vision seeks to ensure that</p>	<p>The general comments are noted.</p> <p>The comments about making the vision more place specific are accepted and will be taken on board to refine the vision so as to be more explicit and to incorporate some of the other comments (CSVIS/10 and CSVIS/118) made along similar lines.</p>

ID	Name / Organisation	Comments	Officer Comments
		<p>environmental assets are identified, protected and enhanced as part of an integrated, multi-functional network of green spaces, rivers, canals and green corridors, with habitats and species protected.</p> <p>One function of green infrastructure planning is the provision of new opportunities for access. Natural England's Access to Natural Greenspace Standards (ANGSt) gives a useful minimum standard of the extent and quality of provision which could be expected. Information regarding ANGSt is again available through our website at: http://www.naturalengland.org.uk/ourwork/enjoying/places/greenspace/greenspacestandards.aspx</p> <p>Although green infrastructure is referenced within the chapter, we seek some clarification of what exactly the new elements and enhancements envisaged within the borough are - we would welcome some more text on this to make this vision more meaningful. Within this section, reference should be made to the Mersey Forest, a growing network of woodlands and green spaces spread across Cheshire and Merseyside including the borough of Warrington.</p>	
CSVIS/57	Paul Daly Sport England	<p>Sport England welcomes the consideration of Green Infrastructure within the Key Issues section. However, there would be merit in including a definition of Green Infrastructure given that there appears to be no universally accepted definition, eg PPS12, the Regional Spatial Strategy for the North West, and 'Towards a Green Infrastructure Framework for Greater Manchester' all have varying definitions.</p> <p>The section on the present could also be improved by reference to progress on any studies undertaken, eg PPG17 compliant Open Space, Sport & Recreation studies and / or Green Infrastructure assessments. Any key issues identified by completed studies would also further improve the section.</p> <p>Finally, in relation to this topic, it is worth emphasising that in striving to realise green infrastructure that is multi functional it is likely that tensions will arise between competing uses. An up to date PPG17 compliant Open Space, Sport and Recreation study which incorporates a Playing Pitch Strategy would be of great value in helping to mediate between competing uses and ensuring that the functionality reflects need.</p>	<p>A definition of Green Infrastructure will be incorporated in the glossary in due course.</p> <p>The need for an up to date evidence base is acknowledged. There are several studies currently underway, including an updated Playing Pitch Strategy; GI Mapping and an Open Space update. These studies are due for completion in May/June 2010 and will feed into the next stage of the process.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/90	Mr Colin Griffiths Managing Director Satnam	<p>8.1 We note that The Vision @ 2026 states that "an integrated multifunctional network of green spaces, rivers, canals and green corridors" has been established within the Borough. It should be noted that as part of any comprehensive proposals for development at Peel Hall Farm an extension to the existing green network at Peel Hall Park is able to be established, flowing northwards through the site, linking into the footpath link over the M62 and into the wider countryside beyond.</p> <p>8.2 It is also noted that The Vision assumes that "provision has been made for new elements and enhancement of green infrastructure within new developments" and it will of course be noted that as part of a comprehensive proposal for Peel Hall an extensive on-site network of formal and informal green spaces is able to be provided. These will provide valuable recreational and sporting facilities for the existing and future populations.</p>	The comments are noted.
CSVIS/74	Victoria Ridehaugh Highways Agency	The Refined Vision sets out the aspiration for 2026 with provision being made for new elements and enhancements of green infrastructure within new developments. Any improvement / extension of the current sustainable transport network e.g. off road cycle lanes, is to be welcomed by the Agency as this will increase the appeal of sustainable transport.	<p>Comments noted.</p> <p>It is considered important to include reference to a sustainable transport network as being a function of Green Infrastructure.</p>
CSVIS/118	Jacqui Johnson	The Vision should include the extension of the Red Rose and Mersey Forests.	The comments are accepted and will be taken on board to refine the vision so as to be more explicit.
MINERALS AND WASTE			
CSVIS/13	Miss Rachael Bust Deputy Head of Planning and Local Authority Liaison Department Coal Authority	The Coal Authority is a Non-Departmental Public Body sponsored by the Department of Energy and Climate Change (DECC). The Coal Authority was established by Parliament in 1994 to undertake specific statutory responsibilities associated with the licensing of coal mining operations in Britain; handle subsidence claims which are not the responsibility of licensed coal mine operators; deal with property and historic liability issues and provide information on coal mining.	<p>General comments noted and will be further informed by the ongoing study of mineral resources in the Borough.</p> <p>The Core Strategy will acknowledge the legacy of coal mining activity as a potential issue for developers to be aware of as part of the proposals for new development in the Borough.</p>

ID	Name / Organisation	Comments	Officer Comments
	The Coal Authority set up a new Planning and Local Authority Liaison Department in 2008 to re-engage with the three planning systems across England, Scotland and Wales. The main areas of planning interest to The Coal Authority in terms of policy making relate to:	<ul style="list-style-type: none"> the safeguarding of coal as a mineral in accordance with the advice contained in MPS1 and MPG3 in England; and ensuring that future development is undertaken safely and reduce the future liability on the tax payer for subsidence and other mining related hazards claims arising from the legacy of coal mining in accordance with the advice in PPG14 and MPG3 in England. 	The Core Strategy will acknowledge the presence of coal bed methane in the Borough and the CBM licensed areas will be identified in subsequent stages of the Local Development Framework.
	As you will be aware, the Warrington area contains very limited coal resources in the north-west of the Borough which are capable of extraction by surface mining operations. This information is available to Mineral Planning Authorities free of charge from The Coal Authority following signing a data sharing licence and was given to Warrington Borough Council on the 8 December 2009.		The CS will acknowledge that a small area of surface coal resource has been identified in the north west of the Borough and that the site will be identified in subsequent stages of the Local Development Framework.
	The current Energy White Paper, published in May 2007, estimated that " by 2020 fossil fuels are expected to supply the great majority of UK energy needs and 14% of primary energy demand will be met by coal."		
	In March 2008, the Rt Hon. John Hutton MP, Secretary of State for Business Enterprise and Regulatory Reform stated that "...Fossil fuels will continue to play an important role in ensuring that flexibility of the electricity generation system as well. Electricity demand fluctuates continually, but the fluctuations can be very pronounced during winter, requiring rapid short term increases in production. Neither wind nor nuclear can fulfil that role. We therefore will continue to need this back up from fossil fuels, with coal a key source of that flexibility..."		
	The UK Low Carbon Transition Plan White Paper builds on the 2007 White Paper, was published in July 2009 to set out the national strategy for climate and energy suggests that by 2020, clean coal will contribute 22% to the overall energy mix (this is actually an increase on that predicted in 2007 Energy White Paper). The 2009 White Paper re-confirms that "coal and gas will remain important to ensure our electricity supply is reliable and secure as we move towards greater dependence on intermittent sources like wind...The UK needs		

ID	Name / Organisation	Comments	Officer Comments
		<p><i>to main security of supplies of fossil fuels, which will remain an essential input to our electricity supplies for many years to come. Around a third of this is supplied by the UK coal industry."</i></p> <p>The Coal Authority is keen to ensure that coal resources are not unduly sterilised by new development. In instances where this may be the case, The Coal Authority would be seeking prior extraction of the coal. Prior extraction of coal also has the benefit of removing any potential land instability problems in the process. Contact details for individual operators that may be able to assist with coal extraction in advance of development can be obtained from the Confederation of Coal Producers' website at www.coalpro.co.uk/members.shtml.</p> <p>As you will be aware, the north of the Warrington area has been subjected to coal mining which will have left a legacy. Whilst most past mining is generally benign in nature potential public safety and stability problems can be triggered and uncovered by development activities.</p> <p>Problems can include collapses of mine entries and shallow coal mine workings, emissions of mine gases, incidents of spontaneous combustion, and the discharge of water from abandoned coal mines. These surface hazards can be found in any coal mining area where coal exists near to the surface, including existing residential areas. The new Planning Department at The Coal Authority was created in 2008 to lead the work on defining areas where these legacy issues may occur.</p> <p>The Coal Authority has records of over 171,000 coal mine entries across the coalfields, although there are thought to be many more unrecorded. Shallow coal which is present near the surface can give rise to stability, gas and potential spontaneous combustion problems. Even in areas where coal mining was deep, in some geological conditions cracks or fissures can appear at the surface. It is estimated that as many as 2 million properties of the 7.7 million properties across the coalfields may lie in areas with the potential to be affected by these problems. In our view, the planning processes in coalfield areas needs to take account of the coal mining legacy issues. The principal source of guidance is PPG14, which despite its age still contains the science and best practice on how to safely treat unstable ground.</p>	

ID	Name / Organisation	Comments	Officer Comments
		<p>Within the Warrington area there are 5 recorded mine entries in the north of the Borough. Mine entries may be located in built up areas, often under buildings where the owners and occupiers have no knowledge of their presence unless they have received a mining report during the property transaction. Mine entries can also be present in open space and areas of green infrastructure, potentially just under the surface of grassed areas. Mine entries and mining legacy matters should be considered by the Local Planning Authority to ensure site allocations and other policies and programmes will not lead to future public safety hazards.</p> <p>Although mining legacy is as a result of mineral workings it is important that new development delivered through the Local Development Framework, recognises the problems and how they can be positively addressed. Land instability and mining legacy is not a complete constraint on the new development, rather it can be argued that because mining legacy matters have been addressed the new development is safe, stable and sustainable.</p> <p>As The Coal Authority owns the coal and coal mine entries on behalf of the state, if a development is to intersect the ground then specific written permission of the Coal Authority may be required.</p>	
		<p>Minerals and Waste Vision</p> <p>The Coal Authority is pleased to note that the Vision for Minerals and Waste identifies that past coal mining activity took place in collieries to the north of Warrington. This has left a limited legacy, as mining activity took place at depth, but one that should be acknowledged within the Core Strategy as a potential issue for developers to be aware of as part of proposals for new development in this area.</p> <p>It is also appropriate to acknowledge that no coal extraction is currently taking place in Warrington and that deep coal mining is not anticipated to occur in the near future. We are pleased to note however that the potential for Coal Bed Methane (CBM) extraction from the deep coal resources is acknowledged in the Vision, with reference to the CBM licensed area. As required by Annex 4 of MPS1, CBM licensed areas should be identified within the LDF.</p>	

ID	Name / Organisation	Comments	Officer Comments
		<p>The Vision for 2026 identifies that the Council intend to protect viable mineral resources from sterilisation by permanent development above. The Coal Authority assumes that this will be achieved through the identification of Minerals Safeguarding Areas (MSAs) in the Core Strategy, and illustrated on the Key Diagram (with the exact spatial extent defined on the Proposals Map), in line with the BGS Guide to Mineral Safeguarding (October 2007). The Coal Authority would expect that the small area of surface coal resource identified in the information supplied to the Council on 8 December 2009 will be identified as such an MSA in due course.</p> <p>Reason - In order to acknowledge the coal mining legacy in Warrington, and set out a strategy for the future of mineral planning within the Core Strategy, in line with MPS1.</p>	
CSVIS/23	Alan Hubbard National Trust	<ol style="list-style-type: none"> 1. The second sentence is lacking a 'sustainable location' dimension - such a major new facility needs to be in a location that is well located to receive the volume and type of transport necessary and in particular so that 'waste miles' are minimised. 2. The reference to minerals needs further consideration - in particular the need to exploit mineral resources should have been minimised, in particular through the use of secondary and re-cycled aggregates. There should also be an acknowledgement that after use is an issue, e.g. add at the end "...and sites have been restored so as to provide environmental and community benefits". 	<p>The delivery of an Energy from Waste facility with Combined Heat and Power will involve a detailed and transparent study to identify potential locations for the development and to determine the most appropriate sustainable location for the development. The study would enable detailed consideration to be given to all the relevant environmental, land use and policy issues. It is unlikely that such a study will be commissioned before the end of 2010. When the study has been completed the preferred site(s) will be included in an Allocations Development Plan Document.</p> <p>It is recognised that the Core Strategy Refined Vision did not refer to the role of secondary or recycled aggregates. The CS will contain an appropriately detailed reference to this issue with a view to including an appropriate Development Management policy.</p> <p>With regard to the restoration and after use of mineral sites the CS shall include a development management policy to the effect that mineral sites shall be restored to a beneficial after use following cessation of extraction.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/29	Alethea Faulkner GMGU (Urban Vision Partnership Limited)	<p>Waste and Minerals are covered under the same heading within the consultation paper. For waste the vision for 2026 includes:</p> <ul style="list-style-type: none"> meeting all waste management needs (inc landfill) through provision of facilities significant reduction of imports of waste into Warrington, whilst still having regard for sub regional/ regional/national need. Landfilling residual wastes only <p>The preferred approach being developed for the Greater Manchester Waste Plan is in alignment with the Warrington vision for waste in 2026. Recognition of the need for Warrington to provide certain regionally important waste facilities is welcomed and this should be incorporated into the emerging policy approach within the Core Strategy.</p> <p>It is also important to address all waste issues within any emerging Core Strategy, and this will extend to cover hazardous waste arisings also. It will be important to recognise where facilities cannot be accommodated in Warrington itself, and to recognise any reliance on regional facilities as a result.</p>	<p>General comments are noted.</p> <p>The Core Strategy will acknowledge those existing sites considered to be of regional importance. The identification of such sites will be included within the Local Development Framework in due course. The role of Warrington in the provision of regionally important sites relates primarily at this stage to the availability of remaining landfill capacity.</p> <p>The CS will make reference to hazardous waste arisings and will recognise the reliance on regional facilities in the treatment and disposal of such wastes.</p>
CSVIS/30	Alethea Faulkner GMGU (Urban Vision Partnership Limited)	<p>Warrington is part of the Regional Aggregate Working Party (RAWP) sub-region, along with Greater Manchester and Merseyside, and is required to contribute to the northwest regional apportionment figures. Therefore, we would like to see a commitment in the Core Strategy to work together with the other RAWP sub-region authorities to meet future RAWP apportionment requirements. It would be useful if reference was made to the need to maintain an aggregate landbank for crushed rock and sand and gravel.</p> <p>In addition, the efficient use of mineral resources and the appropriate use of alternative materials (promoting the use of secondary or recycled aggregates) should be a key issue addressed by the Core Strategy.</p> <p>One of the Government's national objectives for minerals planning is to promote the sustainable transport of minerals by rail, sea or inland waterways. The Manchester Ship Canal has the potential to be used for the transportation of</p>	<p>The Core Strategy will recognise that Warrington will continue to work with the NWRAP sub regions to achieve future apportionment figures. Allocations for potential mineral safeguarding areas for sand and gravel will be identified in subsequent stages of the Local Development Framework and the Core Strategy will refer to maintaining land banks for crushed rock and sand and gravel.</p> <p>It is agreed that the use of secondary and recycled aggregates will be a key issue to be promoted within and appropriate Development Management policy.</p> <p>The role of the Manchester Ship Canal in achieving sustainable transportation will be recognised within the CS generally including for minerals.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/44	Kieran Preston	<p>aggregates (recycled and virgin). Therefore, the Core Strategy should refer to the potential of the Manchester Ship Canal in the sustainable transportation of minerals.</p> <p>If you would like to discuss any aspect of this response please do not hesitate to get in contact with a member of the Minerals and Waste Team.</p>	<p>The generally supportive comments are noted.</p> <p>The use of the term 'not sterilised by development' is a normal and accepted statement for the prudent use of mineral resources. It is accepted however that the CS will expand on this to ensure that surface developments shall not sterilise the future exploitation of an identified mineral resource.</p>
CSVIS/62	Rachael Thorne Peel Environmental Limited	<p>We are in general supportive of the vision, particularly the reference to conserving mineral resources, as prudent use of natural resources is a significant aspect of sustainable development.</p> <p>We would recommend that the wording relating to this objective is modified and expanded to explain what is meant by the wording "sterilised by development". This will help to make the objective more meaningful to a wide audience.</p>	<p>The generally supportive comments are noted.</p> <p>It is acknowledged that the brief statements contained in paragraphs 1 and 3 of the CS Refined Vision statement could cause confusion. The CS will provide the appropriate clarification to avoid any confusion arising over the interpretation of these statements.</p> <p>The CS will refer to the presence of coal bed methane in the Borough and the licensed areas will be included in subsequent stages of the Local Development Framework.</p> <p>The Core Strategy will recognise the sub regional/regional importance of the Arpley landfill site and this will be taken into account during the next stage of the Local Development Framework process. The Core Strategy will make appropriate statements with regard to regional landfill needs and the future contribution that the site could make towards strategic regional waste management.</p>

ID	Name / Organisation	Comments	Officer Comments
		<p>Apley Landfill Site located within Warrington is acknowledged as a sub-regionally significant waste disposal facility. This is recognised in the final report 'Nationally, Regionally and Sub-Regionally Significant Waste Management Facilities' for 4NW (North West Regional Leaders Forum, 2008). Consequently, it is important to recognise this sub-regionally significant facility within the borough and ensure that its importance is expressed within future drafts of the development plan document.</p> <p>As recognised in PPS10 (Planning for Sustainable Waste Management), "the core strategy of a waste planning authority should set out policies and proposals for waste management in line with the RSS and ensure sufficient opportunities for the provision of waste management facilities in appropriate locations including for waste disposal" (2005, p 10). It also states that despite the requirement to drive waste management up the waste hierarchy, disposal "must be adequately catered for" (2005, p5).</p> <ul style="list-style-type: none"> ● Rixton New Hall Site <p>Rixton New Hall Site is an area of land with potential for the extraction of 700,000 tonnes of sand and gravel. Therefore, to aid point 5 of the Minerals and Waste Vision, this site could be adequately identified and protected within the plan so that the deposit is not sterilised by development. I have included a plan of the site to indicate its location and would be happy to provide any additional information regarding the site, upon request.</p>	<p>The Council has commissioned a Study into Minerals Resources in Warrington which identifies a potential Area of Search for sand and gravel at Rixton New Hall. This will be carried forward in subsequent stages of the Local Development Framework. The proposed site will be subject to discussions with the landowner in due course. In 1999 a planning application for sand and gravel extraction within this site was refused on appeal and the detailed reasons to dismiss the appeal will be reviewed</p>
CSVIS/106	Louise Morrissey Peel Holdings	<p>Peel would like the following sentence to be included: <i>"Options for the sustainable transportation of Waste and Minerals have been maximised."</i></p> <p>Please see Peel Environment Limited's detailed comments regarding this section</p>	<p>Subsequent stages of the Local Development Framework will promote sustainable transportation methods generally including for minerals and waste.</p>
CSVIS/119	Jacqui Johnson	<p>The Vision should include a reassessment of the sub-regional provision in the first sentence rather than the third. Treating the boroughs' own residual waste whilst still importing it could lead to sub-regional over-provision and the importation of waste from further afield.</p>	<p>Sub regional provision will be referred to during the preparation of the CS. The CS will aim to ensure that the Borough has sufficient facilities to deal with its own waste arisings during the Plan period. The CS will recognise that</p>

ID	Name / Organisation	Comments	Officer Comments
			<p>policies and proposals for waste management must be in line with Regional Spatial Strategy. Consequently the provision of strategic waste management facilities must therefore be considered within the regional context but over provision of capacity should be avoided.</p>
INEQUALITIES			
CSVIS/45	Kieran Preston	<p>Natural England believes that better health and wellbeing are two of the major social and economic benefits that can be secured through good management of, and access to, the natural environment in both rural and urban settings.</p> <p>In this section, we would welcome inclusion and recognition of the role of green infrastructure, green spaces and access to the countryside in enhancing opportunities for people to enjoy easily accessible green space to provide opportunities to facilitate healthy lifestyles, reduce health inequalities and secure health outcomes for residents which can reduce other inequalities within the borough.</p>	<p>Comment noted and suggested amendments made</p>
CSVIS/58	Paul Daly Sport England	<p>The vision for 2026 in this section is broadly welcomed. However, it is felt that the vision could be improved by expanding upon, or illustrating, what "high quality, safe, secure and inclusive living environments that meet residents needs and encourages healthy lifestyles" are actually like.</p> <p>I would also add that sport can help to deliver the vision as it plays an important role in developing strong, sustainable and cohesive communities; reducing anti-social behaviour and the fear of crime; improving health and reducing health inequalities; increasing skills, employment and economic prosperity; and improving the life chances and focusing the energies of people.</p>	<p>It may not be appropriate to expand on/illustrate what "high quality, safe, secure and inclusive living environments "are like to meet the residents needs and encourages healthy lifestyles within the Vision Statement, but more detailed design considerations will be set out in accompanying documents such as the Design and Construction.</p>
CSVIS/91	Mr Colin Griffiths Managing Director Satnam	<p>9.1 We note at present that "uneemployment in the most disadvantaged wards is around twice the Warrington average, with the disadvantage most prevalent in the inner wards". Further we note that "parts of inner wards also suffer from deprivation relating to income, health, disability, education, skills, training, crime and living environment".</p>	<p>Comment noted</p>

ID	Name / Organisation	Comments	Officer Comments
		<p>9.2 We note that The Vision @ 2026 assumes that "growth has reinforced existing neighbourhoods and has provided high quality, safe, secure and inclusive living environments that meet residents needs and encourages healthy lifestyles". Furthermore such growth will have significantly reduced "disparities and inequalities". Further The Vision anticipates that "the importance of addressing the needs of older people, vulnerable people and children and young people is being acted upon". Again as part of a comprehensive proposal for development at Peel Hall all these matters are able to be fully addressed to the benefit of this part of Warrington's Regeneration Area.</p>	
HEALTH			
CSVIS/24	Alan Hubbard National Trust	A key component of addressing health issues relates to prevention and in particular the availability of facilities for exercise – a key element of this is access to open spaces and the wider countryside – this is important not simply for physical exertion but also to provide refreshment and facilitate de-stressing.	Comment noted. The vision statement has been amended to reflect this.
CSVIS/46	Kieran Preston	We would welcome inclusion of a reference in this section to the opportunities that green infrastructure and sustainable travel opportunities such as the provision of cycling and walking routes can offer. These can lead to healthier lifestyles and reduce health inequalities.	Comment noted. The vision statement has been amended to reflect this.
CSVIS/59	Paul Daly Sport England	The spirit of the vision for 2026 is supported. However, the section would benefit from some further detail on how the vision translates into place. For example, will reductions in health inequalities be achieved, in part, through access to sport and recreation facilities which can help to create active lifestyles?	Support noted. The vision statement has been amended to reflect how access to sport and recreation facilities can help create active lifestyles.
CSVIS/92	Mr Colin Griffiths Managing Director Satnam	We note that The Vision @ 2026 with regard to health states that "the majority of elderly and vulnerable are able to live independently" and that all proposals "ensure health benefits are recognised and adverse impacts avoided". As will be noted from the above, a comprehensive proposal at Peel Hall is able to bring lifestyle enhancements to this part of inner Warrington on a scale never before seen in these inner wards. Healthy lifestyles, living environments, recreational areas and support facilities are able to be provided in a planned and integrated way.	Comment noted. The potential benefits of any particular development can only be assessed as and when it comes forward.

ID	Name / Organisation	Comments	Officer Comments
CSVIS/120	Jacqui Johnson	The Vision should include "the countryside and its availability for healthy exercise is promoted"	Comment noted. The vision statement has been amended to reflect how access to sport and recreation facilities including the countryside can help create active lifestyles.
CSVIS/131	Ms Debra Holroyd 4NW	We note the sections on health and equality, which we welcome in line with RSS policy L1.	Comment noted
CSVIS/129	Mr Pete Owens Warrington Cycle Campaign	<p>The vision says almost nothing about how improved health will be achieved. Two important issues should take priority.</p> <ol style="list-style-type: none"> Active travel. Apart from Warrington Cycle Campaign, no Warrington organisation has signed up to the Take action on Active Travel initiative of the Association of Directors of Public Health. The lack of commitment to Public Health by the Warrington PCT is especially disappointing. Air quality. A commitment to a Borough-wide 20mph default speed limit without physical measures has been shown in European studies to reduce the levels of particulates emitted from diesel vehicles. The damaging effects on the health of these noxious airborne pollutants can thus be tackled at the same time as encouraging modal shift by reducing road danger to vulnerable road users. For ref http://ocilib.uhasselt.be/dspace/handle/1942/1366 	<p>Comment noted. The vision statement has been amended to reflect the health benefits of walking and cycling and the resultant impacts on air quality, both in terms of reducing pollutant levels and health impacts.</p>
CSVIS/48	Sarah Lee Manchester Airport	The refined key issues and "building blocks" provide a clear vision for how Warrington wants to develop, setting out key issues which must be overcome in order to achieve that vision. In terms of the Economy, there is recognition that access improvements are needed to reach peripheral sites in Warrington. However, this needs to be extended to include improved access to key economic drivers throughout the region and beyond. Manchester Airport is recognised as a world-class asset and a key economic driver for the North of England. The Region's key economic drivers play a vital role in attracting investment into the region, benefiting many of Warrington's existing businesses and are major influencing factors in attracting new businesses to Warrington. The Airport links	<p>The comments are noted. Reference to the expansion of the tourist economy is already included in the Core Strategy, and the borough is already noted for the provision of quality employment sites for example Birchwood Park, with good access to both Airports in the Region. The delivery of further sites at Omega, and in more central locations will continue to do so. In terms of access and transport links to the Airport, expanded reference will be made by reference to Warrington's identification as a Regional Transport Hub in Regional Spatial Strategy Policy MCR6</p>

ID	Name / Organisation	Comments	Officer Comments
		<p>these businesses with overseas markets, helps them move people and goods, compete and win business and ultimately helps grow their contribution to the regional economy.</p> <p>The Future of Air Transport White Paper (2003), and the Progress Report to Parliament (December 2006), sets out a strategic framework for the development of airports a priority and recognises that Manchester has a particularly important role both regionally and nationally.</p> <p>The White Paper encourages airport operators to prepare Master Plans, to set out a strategic framework for growth. Airport Master Plans themselves do not have statutory status, but the Government clearly expects them to be taken into account in the preparation of regional and local policies.</p> <p>The Manchester Airport Master Plan to 2030 was published in November 2007, following widespread public consultation on the Draft Master Plan in 2006. It comprises the Master Plan and a suite of four supporting action plans on Community, Environment, Ground Transport and Land Use.</p> <p>The Master Plan sets out the very significant economic benefits that are generated by the Airport. These spread throughout the Manchester conurbation and wider region; but are particularly well placed to accommodate firms supplying goods and services to the 310 companies on the Airport site, generating local employment and economic activity, particularly as the Regional Spatial Strategy (RSS) suggests an oversupply of employment land in Cheshire and Warrington as a whole. There are not necessarily the same development opportunities in the boroughs directly adjacent to the Airport or indeed on the airport site. For every 1 million air passengers, 3,000 jobs are created nationally, 2,000 regionally and 1,425 in the immediate sub region. The Airport is predicted to be handling over 50 million passengers per year by 2030. There is therefore the potential for tens of thousands of new jobs created in and around Warrington within the next 20 years. The emerging LDF should therefore consider these opportunities, and build upon the borough's assets such as suitability of industrial, premises, transport links and a skilled work force.</p> <p>Airports are vital part of the national transport infrastructure and work best when well connected to road rail and other transport networks. Good transport connections, particularly good ecogn transport connections, are recognised as</p>	

ID	Name / Organisation	Comments	Officer Comments
		<p>essential that regions only prosper when they are well connected, and world-class transport links are an essential part in gaining a competitive advantage. As the North's only major international gateway, Manchester Airport provides vital transport links for the Borough. The possibility of developing improved fixed links from Warrington to Manchester, which could include direct links to Manchester Airport, should therefore be explored in the Core Strategy.</p> <p>The visitor economy is identified within the discussion document as an area that requires much focus. Tourism is important to the North West. The region attracts around 18 million visitors every year, contributing almost £3 billion to the regional economy. The visitor economy is a major employer in the North West, with around 10% of the population employed in a job that is related to tourism. Access to an international airport is important in attracting overseas visitors and businesses. The Core Strategy needs to recognise Warrington is well placed to benefit from and contribute towards the growing tourism sector, demonstrating the vital link between inward investment and inbound tourism and direct international air services.</p> <p>We trust you will find our comments useful, and look forward to continuing working with you on creating your Local Development Framework and subsequent Local Development Documents. Should you have any questions or wish to discuss any of the issues raised please contact me on the details above.</p>	

3 Building Blocks Responses

ID	Name / Organisation	Comments	Officer Comments
THE TOWN CENTRE			
CSVIS/27	Rose Freeman Theatres Trust	<p>The Theatres Trust is the National Advisory Public Body for Theatres and a Statutory Consultee. The Town & Country Planning (General Development Procedure) Order 1995, Article 10, Para (v) requires the Trust to be consulted on planning applications which include 'development involving any land on which there is a theatre.' It was established by The Theatres Trust Act 1976 and The Theatres Trust (Scotland) Act 1978 'to promote the better protection of theatres'. This applies to all buildings that were either built as theatres or are used for theatre presentations, in current use, in other uses, or disused.</p> <p>Due to the specific nature of the Trust's remit we are concerned with the protection and promotion of theatres and therefore expect to see matters relating to cultural facilities.</p> <p>Thank you for including the word 'cultural' for the town centre uses in line with PPS4 in the Warrington's Centres section but not in The Town Centre section and suggest that these two sections be amalgamated.</p> <p>We note that the town had cinemas and a theatre in the past but has no cinema now and a weak evening economy and suggest that these two deficiencies should be specifically addressed in the Vision 2026 statement. According to the Warrington Council website <i>Parr Hall is Warrington's leading theatre venue</i> but the fact that you do have a theatre now is not mentioned in the Present or Vision sections. Evening and night-time activities are a fundamental part of urban renaissance because they ensure the vitality of an area beyond normal working hours and should form part of a policy for the town centre.</p> <p>The information contained in the Key Issues and Building Blocks should be used for the Profile section but not in the Vision because it would be too cumbersome. The Vision will provide a foundation for the Objectives which will subsequently be expanded in the Core Strategy policies. Although it is important that all the essential elements for future improvements are included in the Vision these should only provide an initial indicator of things to come rather than including all the details which should be left to the policies and their accompanying text and we assume that the bullet point format will be used as in the Core Strategy Issues document in 2009.</p>	<p>Comments noted. The need to diversify the mix of uses in the town centre has been acknowledged, as has the need to improve the evening economy. Reference to 'culture' is indeed made in both sections referred to, in the 'Vision' column. Specific reference to the Parr Hall will be made in the next publication.</p>

ID	Name / Organisation	Comments	Officer Comments
		We look forward to being consulted on the next Core Strategy stage, Development Control Polices, Planning Obligations and town centre Area Action Plans.	
CSVIS/25	Alan Hubbard National Trust	This should incorporate the expectations in relation to the key heritage features which are an important component of the Town Centre.	Noted. This will be addressed in the formulation of objectives in the next publication.
CSVIS/75	Victoria Ridehaugh Highways Agency	The Refined Vision identifies the role that the town centre will play as an accessible focus of the Borough for retail, leisure, culture, entertainment and business. The Agency welcomes this as town centre development is generally well placed to be brought forward in a sustainable manner.	Support welcomed
CSVIS/82	Graeme Kerr Halliday Fraser Munro	<p>These comments are submitted on behalf of Dominion Corporation Trustees Limited as Trustees of the Cockhedge Property Unit Trust in relation to the Warrington UDP Core Strategy Refined Vision 2010. They are submitted by Halliday Fraser Munro Architects and Planning Consultants and promote CockhedgeRetailPark for further development purposes and specifically to be included within the retail core of Warrington town centre. Cockhedge currently lies within the 'town centre' as identified in the Warrington Unitary Development Plan but is classified as 'an edge of centre site', which we conclude is an anomaly.</p> <p>2.0 Detailed observations</p> <p>2.1 In relation to the Core Strategy the following observations are made:</p> <p>(i) One of the key principles of the Strategy is to "guide regeneration through public and private investment" ... "promoting (sic) economic, environmental, and social wellbeing."</p> <p>2.2 Comment: in order to maintain and indeed enhance the economic well being of Warrington, particularly in the current economic climate, private investment and new job opportunities must be encouraged and supported. The owners of CockhedgeRetailPark are currently proposing a significant investment in the town, which supports this aim.</p>	<p>Edge of centre sites are defined by reference to distance from the retail core, as set out in PPS4, and previously PPS6. On this criterion, the RetailPark is an edge of centre location and there is no anomaly.</p> <p>The UDP Inspector considered an objection requesting an extension of the retail core to include the Cockhedge Centre, and concluded that ' <i>While I have no doubt that shoppers will link trips to the centre and the shops in the retail core, I consider the Cockhedge centre to be a secondary centre both in terms of its location and character</i>'. There has been no change in circumstances since then.</p> <p>Investment and job creation will be supported provided it is compatible with national, regional and local planning policies.</p>

ID	Name / Organisation	Comments	Officer Comments
		<p>(ii) Warrington's vision is to 'address inequalities and sustainability' by improving access to peripheral sites. The Report identifies three such areas for employment opportunities in central Warrington as being accessible locations to bring more vitality to the town centre.</p>	<p>The term 'employment' in the context of the Core Strategy, refers to Use Classes B1, B2, and B8, not retailing.</p>
		<p>2.3 Comment: The Report does not highlight Cockhedge for additional employment opportunities, despite a current planning application for a modest increase in floorspace which would sustain and augment the current employment on site. Cockhedge has many of the attributes exhibited on the other sites and in addition has an outstanding proposal by a significant private investor. It does not depend on land acquisitions or uncertain future proposals relying on speculative finance.</p>	<p>The Retail Study confirms that there is no need to make provision for additional retailing in the Borough.</p>
		<p>2.4 In a town such as Warrington, which has lost its traditional manufacturing and heavybased industries, service employment is becoming increasingly important. Existing privately owned facilities, which can be particularly threatened in the current economic downturn, need as much if not more support than land which is currently lying vacant with no immediate investment potential.</p>	<p>It is not agreed that the Cockhedge Centre should take priority over redevelopment of the retail core, nor over vacant and derelict key sites on the edge of centre such as The Wireworks.</p>
		<p>(iii) The UDP identifies the town centre as attractive and accessible. In 2026 it is anticipated that renewed gateway and fringe areas will become more effectively integrated with the retail core.</p>	
		<p>2.5 Comment: Cockhedge currently contributes significantly to the vitality and viability of the town because as the Report correctly states it provides "safe, wellmarked and attractive links to the centre from (a) key location..." Incorporating the site into the town's designated retail core would support the Council's aim of connectivity within the urban area.</p>	
		<p>2.6 Cockhedge also provides significant car parking for the town centre including Golden Square, which the Council has highlighted, is a significant retail destination, despite its restricted opening hours and thus limited access.</p>	
		<p>2.7 Cockhedge should therefore be viewed as a critical location in the town particularly as it encourages more visits outside core hours. Indeed the car park is one of the most easily accessible and functional car parks around the edge of the retail core and therefore forms an integral part of the town centre. As such any improvements to this facility such as access, landscaping and improved pedestrian and cycle access, together with enhancements to the retail offer must be supported.</p>	
		<p>(iv) The Vision also anticipates that in 2026 the town centre will maintain and improve its status and position in the regional hierarchy. Furthermore this growth will focus on accessible, sustainable sites with the majority on brownfield land.</p>	

ID	Name / Organisation	Comments	Officer Comments
		<p>2.8 Comment: It seems irrational to promote current brownfield land for more retail development when other existing sites need regeneration and investment. It would make more sense to encourage residential development on these vacant brownfield sites, thus promoting easy access to the town centre as evidenced in other regeneration schemes in large towns and cities. Such an approach would support the Council's other aim of improving vitality within a town centre which currently has very limited evening activity.</p> <p>3.0 Conclusions</p> <p>3.1 Whilst the Core Strategy Vision is aspirational, with a projected end date of 2026, it must also take a realistic, pragmatic approach particularly during the current economic downturn. It must encourage private investment. It must also extend its retail core, providing for better use on sites within and adjacent to the town centre which are accessible and complement the retail offer. This approach will maintain and enhance Warrington's position in the regional hierarchy.</p>	
REGENERATION AREA			
CSVIS/32	Mr Andrew Leysens United Utilities	<p><i>'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.'</i></p> <p>United Utilities considers it inappropriate to refer to a specific greenfield site as potentially suitable for housing release in the Core Strategy Refined Vision. When there is a need for greenfield release, the identification of sites should only occur after an assessment has taken place of all potential sites within the borough.</p>	<p>It is agreed that all potential sites in the borough would need to be assessed, and in this context Peel Hall is just an example. It does not imply any predisposition towards any particular site. An amendment to the wording would clarify this, as follows:</p> <p><i>'Brownfield housing opportunities within the regeneration area are continuing to emerge but are at a low level, and opportunities presented by all potential greenfield sites, for example Peel Hall Farm, are being examined.'</i></p>
CSVIS/60	Paul Daly Sport England	The 'past' includes a description of the area which referred to it having little or no open space. It is, though, unclear whether this is still an issue in the 'present'.	In the 'Past' section, add 'public' before 'open space'.

ID	Name / Organisation	Comments	Officer Comments
		<p>In terms of the 2026 vision, it is felt that the term "good local facilities and open spaces..." needs greater clarity. That is to say does "good" refer to aspects of quality, quantity, or accessibility? It is also somewhat unclear what is meant by open spaces, here, as the sentence goes on to refer to the open spaces linking to a network of green infrastructure. Presumably open space does not refer to all the open space typologies set out in PPG17.</p>	<p>In the 'Present' section, add the following: 'Opportunities have been taken to improve the quality and quantity of public open space, but shortfalls remain in some areas.'</p> <p>In the third sentence of the Vision, change 'and open spaces' to 'well maintained, accessible public open spaces'</p>
CSVIS/93	<p>Mr Colin Griffiths Managing Director Satnam</p>	<p>11.1 We note that the Regeneration Area as confirmed within the diagram in the Consultation Document includes Peel Hall.</p> <p>11.2 We note that The Vision @ 2026 states that <i>"the Regeneration Area has been the focus of housing provision and development over the last fifteen years and the area has benefited as a result. It states that "the older parts of the town have been regenerated as popular and attractive places to live" and that "there are good local facilities and open spaces that link into a wider walking and cycling network of green infrastructure".</i></p> <p>11.3 We note The Vision states that the <i>"opportunities presented by larger Greenfield sites such as Peel Hall are being examined".</i></p> <p>11.4 We also note the reference to the A49 corridor as being renewed and improved and made into a high quality public transport route with the successful introduction of Park and Ride schemes and bus priority measures.</p> <p>11.5 We regard Peel Hall as an important and exciting opportunity to fulfil This Vision for the Regeneration Area within the next fifteen years. It will provide for many of the aims and objectives of The Vision as set out within the Consultation document. In our view there are no other sites within the Regeneration Area (or indeed Warrington as a whole) that are able to provide such life-changing and structural improvements to a part of Warrington that is in urgent need of such improvements.</p>	<p>Comments noted.</p>

ID	Name / Organisation	Comments	Officer Comments
CSVIS/76	Victoria Ridehaugh Highways Agency	<p>The regeneration area incorporates a stretch of land between the ManchesterShip Canal in the south and the M62 in the north. The Refined Vision describes how this area is to be the focus for housing provision and development. The proximity of this area to the M6 and M62 means that development here may be of concern to the Agency and consequently, the development aspirations here should be brought forward in close consultation with the Agency to assess the transport impacts</p> <p>The Refined Vision also describes how larger greenfield sites will be examined for housing opportunities. Where large scale regeneration sites in close proximity to the SRN are to be promoted through the LDF process we would encourage that these sites be developed in as sustainable manner as possible and in close consultation with the Agency.</p>	Comments noted
CSVIS/107	Louise Morrissey Peel Holdings	<p>Peel considers that the first sentence of the first paragraph of the Vision should be reworded as follows (deletions shown with strikethrough and additional text underlined):</p> <p><i>"The regeneration area has been the <u>a focus of for housing provision and development over the last 15 years and the area has benefited as a result.</u>"</i></p> <p>and that the final sentence should be reworded as follows:</p> <p><i>"The wider waterfront area is being considered for development <u>is being redeveloped and infrastructure is being assessed and has been put in place.</u>"</i></p>	It is not agreed that these changes are necessary
CSVIS/65	Andy Frost Jones Lang LaSalle Ltd	<p>The Borough's regeneration area covers a large swathe of land surrounding Warrington Town Centre. This area has been the focus of housing provision and development over the last 15 years and the area has benefited as a result.</p> <p>Brownfield housing opportunities within the regeneration area are continuing to emerge but are at a much reduced level compared to historical rates over the past 10 years. We consider there will be fewer and fewer opportunities to deliver positive regeneration objectives on a sufficiently large scale as many of the residual brownfield sites are unsuitable, unavailable or unattractive to the market.</p> <p>There are however excellent opportunities presented by larger Greenfield sites such as Arpley Meadows, to the south west of Warrington Town Centre. Such sites provide a key source of housing land potential on a scale which can deliver regeneration objectives in neighbouring areas, such as those allied to the Warrington Town Centre / Waterfront Masterplan areas. Subject to the delivery</p>	Comments noted and welcomed in principle. The SHLAA contains an ongoing assessment of the availability, achievability and suitability of potential further housing sites, including Arpley Meadows

ID	Name / Organisation	Comments	Officer Comments
CSVIS/121	Jacqui Johnson	<p>of key infrastructure required to support such a large development allocation, the delivery of sites such as Arpley Meadows should be promoted and where possible accelerated through the Core Strategy.</p> <p>The Vision should read "Brownfield opportunities within.....are at a lower level" rather than a low level. Delete the references to opportunities represented by larger sites for development</p> <p>Replace with "larger Greenfield sites previously considered for development are retained as or returned to agricultural use." Note that this issue does not come under the heading of (town centre) regeneration, particularly as Greenfield development would have an adverse effect on the Regional regeneration policy for cities.</p>	<p>Comments noted, but no change would be appropriate at this stage. The risk to regeneration from the premature release of greenfield sites is acknowledged, and priority will continue to be given to previously developed land.</p>
WEST WARRINGTON			
CSVIS/6	David Percival Strategic Planning Group Leader Salford City Council	<p>The vision for West Warrington refers to Omega, but it is unclear what scale and type of employment development is envisaged in this location. It will be important to ensure that the location of office development is consistent with both the spatial framework of the Regional Spatial Strategy and the policy approach in the new PPS4, so as not to detract from the vital office functions of the Regional Centres and Town Centres in the Manchester and Liverpool City Regions. Any office development proposed at Omega should be consistent with this, and therefore significantly smaller in scale than previous proposals.</p>	<p>The concerns over the 'previous proposals' were thoroughly addressed during the UDP process, and taken fully into account before the current policy framework was adopted. Phases 1 & 2 of the development have since obtained outline planning permission. Future policy for the site will of course have to be set within the context of national and regional policies</p>
CSVIS/94	Mr Colin Griffiths Managing Director Satnam	<p>12.1 At present the "Omega employment site was established on the last remaining area of the former airfield but apart from some infrastructure provision substantial development has not yet taken place". It is noted however that the Omega site is within proximity to the urban Village at Chapel Ford and Dawson House where there is still a significant amount of housing development yet to be completed.</p> <p>12.2 We note that The Vision @ 2026 confirms the continued employment use at Omega stating "employment development has advanced at Omega and is a model of good design and sustainability". Further it states that "the site has excellent public transport links and the traffic impacts on the local and strategic road networks are being well managed". Further The Vision anticipates that "the railway station is operating successfully and it is linked to Omega by a bus service and cycle and pedestrian routes".</p>	<p>Comments noted. There is nevertheless a need to look again at the overall supply of employment land in the borough, and to specifically review the strategic site at Omega. These matters arise directly from RSS Policies W2 and W3, and will be addressed as the Core Strategy progresses.</p>

ID	Name / Organisation	Comments	Officer Comments
12.3		<p>It is therefore central to the Vision for the continued success of Warrington as a strategic employment location that the Omega site is retained for high profile strategic employment purposes as set out within RSS and the current UDP. Any change to this notation will be a significant impediment for future employment in west Warrington and could lead to an over-supply of housing in west Warrington with no complimentary employment opportunities being provided locally. The framework for concentrating new housing growth within the Regeneration Area should be supported and Omega retained for strategic employment purposes.</p>	
CSVIS/77	Victoria Ridehaugh Highways Agency	<p>West Warrington lies to the west of the regeneration area, including the housing areas of Westbrook, Callands, Whittle Brook, Old Hall and Kingswood and bordering the M62. The Refined Vision identifies that commuting into and out of the area is facilitated by good connections to the M62. Given this, the Agency would like to be closely consulted on any future development aspirations in this area to assess the transport impacts on the SRN.</p> <p>The vision for 2026 states that Chapelford will have been completed and provide a mix of house sizes and types. It is also expressed that the railway station will be operating successfully and will be linked to the Omega employment site by a bus service and cycle and pedestrian routes. The Agency welcomes aspirations to provide sustainable transport infrastructure as part of new developments as this will reduce the dependence on the private car. We are particularly encouraged by the aim to provide sustainable transport links between new housing sites and employment sites.</p> <p>The vision also sets out how by 2026 the Omega employment area will be a model of good design and sustainability, with excellent public transport links and traffic impacts on the local and strategic road networks being well managed. The Agency is encouraged by the aspiration to promote sustainability in the expansion of the Omega site, we would like to work closely with you to ensure the management of any associated traffic impacts at the SRN are undertaken effectively.</p>	<p>The Agency's supportive comments are warmly welcomed and we look forward to further close working as the Core Strategy progresses.</p>
CSVIS/135	Scottish and Southern Energy	<p>We refer to our comments regarding The Economy above (paragraphs 3-4) and the Power Station's key role as a significant employment provider within and outside of the Borough. The Power Station is an important employment location in the west of the Borough, where it provides a large number of jobs, principally in engineering and related activities, while currently investing in the next generation of engineers through its apprenticeship scheme. The current UDP Policy EMP9 confirms the important employment role undertaken at Fiddler's Ferry and the potential for related activities including transport and environmental improvements, enhanced operational efficiency, use of renewable and secondary</p>	<p>Comments noted. Fiddlers Ferry is considered to be located within the Countryside and its Constituent Settlements Building Block, and the comments submitted here will therefore be considered in that context. The vision will be amended to reflect the strategic role of Fiddlers Ferry.</p>

ID	Name / Organisation	Comments	Officer Comments
<p>or man-made resources and clustering of business and increased economic activity. Reference to this important employment location with its potential for further investment in energy and related investment should be included in the Core Strategy.</p>			
<p>EAST WARRINGTON</p>			
<p>CSVIS/5</p>	<p>Mr David Mitchell</p>	<p>Call me cynical but the self fulfilling prophesy of Woolston Leisure centre needing work and improvement which has already started seems a bit of an easy way to say that the vision is being fulfilled. Perhaps the planners of this improvement and the moving of the library to somewhere inaccessible by bus and away from shops and the post office should read some of your vision for sustainable transport and landuse. How about getting the improved Leisure Centre's staff to open up the play barn facility again as part of the enhanced facilities, no cost at all they just need a key and the users could make use of the leisure centre changing. My vision would be a lot more joined up thinking and motivation to make things happen rather than looking for problems. There is nothing less sustainable than having assets and letting them fall into disuse or dereliction though lack of maintenance. There was, SORRY IS a very good school which could easily have accommodated a library like Birchwood or Padgate, still in the local centre and on the bus route</p>	<p>Comments noted. The references to Woolston Leisure Centre will be updated. Decisions on the school closure and the relocation of the Library have already been made by the Council and won't be revisited in the Core Strategy.</p> <p>Questions about the Play Barn will be referred to the Head of Leisure Services</p>
<p>CSVIS/78</p>	<p>Victoria Ridehaugh Highways Agency</p>	<p>East Warrington lies to the east of the regeneration area and is adjacent to both the M6 and the M62. It incorporates areas such as Woolston Grange, BirchwoodPark, Risley and Longbarn. The 2026 vision refers to opportunities for the re-use and redevelopment of sites within established employment areas at Risley and Woolston Grange, improving the image, appearance and accessibility of these areas. It is stated that these will be guided by local masterplans, the Agency would be keen to be involved in these at an early stage to ensure the safe and efficient operation of the SRN is not adversely affected by the development plans. It is hoped that these masterplans will clearly show a commitment to sustainable travel, access by a number of non-car modes and accessibility to key services, employment and leisure opportunities.</p>	<p>Comments noted. We will continue to engage with the Agency as work progresses.</p>
<p>STOCKTON HEATH AND SOUTH WARRINGTON</p>			

ID	Name / Organisation	Comments	Officer Comments
CSVIS/11	Mr. Peter Briggs Clerk Stockton Heath Parish Council	<p>Stockton Heath Parish Council recommends that the Vision - in 2026.....for the paragraph commencing 'Stockton Heath is thriving...' be amended to the following for reasons which it is hoped are self explanatory:</p> <p>Stockton Heath is thriving as the main retail and service centre in South Warrington, and is a popular evening destination where people feel safe. There has been no increase in restaurants, cafes, public houses and hot food takeaway establishments from their 1 January 2010 level which has ensured the required retail outlets have been retained for daytime vitality and the generation of a balanced and sustainable economy.</p>	<p>Comments noted. The requested change would lead to a policy that failed to reflect national planning policies, and such a 'blanket approach' would not be deliverable.</p>
CSVIS/33	Mr Andrew Leysens United Utilities	<p><i>'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.'</i></p> <p>United Utilities considers it inappropriate to suggest in the Core Strategy Vision that greenfield sites in Stockton Heath and South Warrington will be examined for housing release. When there is a need for greenfield land release, any site identification should occur following an assessment of all available sites throughout the borough. Many of the sites for assessment will be located outside Stockton Heath and South Warrington.</p>	<p>It is agreed that all potential sites in the borough would need to be assessed and there is no predisposition towards any particular site. An amendment to the wording would clarify this, as follows:</p> <p><i>'Brownfield housing opportunities within the regeneration area are continuing to emerge but are at a low level, and opportunities presented by appropriate potential greenfield sites in the borough are being examined.'</i></p>
CSVIS/95	Mr Colin Griffiths Managing Director Satnam	<p>We note that The Vision @2026 sets out that the <i>"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"</i>. It is agreed that further housing land releases in south Warrington should be constrained and efforts focused on achieving substantial urban regeneration and improvements within the Regeneration Area which includes Peel Hall.</p>	<p>Comments noted, although reference is made to agreeing with something that is not explicitly stated. Impacts on regeneration priorities will however be a consideration when the time comes to consider the need for greenfield allocations.</p>
CSVIS/79	Victoria Ridehaugh Highways Agency	<p>As stated in the Refined Vision, the regional motorway network is easily accessible from the Stockton Heath and South Warrington area, and this has made south Warrington popular for people who work elsewhere in the region.</p>	<p>Comments welcomed. We will continue to engage with the Agency as work progresses</p>

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		<p>The aspiration of the Refined Vision is that the area is not expected to see significant change over the next 16 years. In addition it is stated that the green infrastructure will have been maintained and enhanced and its functionality increased. The Agency is encouraged by the intention to improve green infrastructure and would welcome consultation on any development proposals likely to impact upon the SRN.</p>	
CSVIS/108	<p>Louise Morrissey Peel Holdings</p>	<p>Peel welcome recognition of the importance and role of effective traffic management across this area, in the third paragraph.</p>	<p>Comment noted</p>
<p>THE COUNTRYSIDE AND ITS CONSTITUENT SETTLEMENTS</p>			
CSVIS/7	<p>David Percival Strategic Planning GroupLeader SalfordCity Council</p>	<p>The references to green infrastructure and climate change are welcomed. However, more emphasis could be placed on the important functions of the Mosslands area that extends across parts of Warrington, Wigan and Salford, including its role as a significant carbon sink.</p>	<p>The supporting comments are welcomed. Fuller reference to the Mosslands will be made in the next document to be published.</p>
CSVIS/80	<p>Victoria Ridehaugh Highways Agency</p>	<p>The Refined Vision expresses the intent to secure a long term green belt and ensure that this prevents settlements encroaching onto the open countryside. The Agency welcomes this aspiration as it will help to contain development on brown field sites which are more likely to have good levels of accessibility. The Refined Vision also refers to Port Warrington which is a long term aspirational scheme which would serve to transfer freight movements from the road network to the canals and railways. This would involve the use of green field land, however the transfer of freight movements from road to other modes is to be welcomed by the Agency in general terms.</p>	<p>The support of the Agency is welcomed.</p>

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CSVIS/109	Louise Morrissey Peel Holdings	<p>Peel considers that the following additional text should be added to the end of the first paragraph of the Vision (additional text underlined):</p> <p><u>"Housing needs are being met."</u></p> <p>Peel considers that the first sentence of the second paragraph of the Vision should be reworded as follows (additional text underlined)...</p> <p><u>"The Green Belt has ensured that settlements have not encroached unacceptably onto open countryside and urban extensions have been carefully controlled."</u></p> <p>Peel looks forward to subsequent consultation stages in the preparation of the Local Development Framework and the opportunity of making more detailed submissions at these stages.</p>	<p>Comments noted but it is not agreed that these changes should be made. The first suggested amendment is relevant to the whole borough, and not specifically the countryside.</p> <p>The further amendments do not reflect the purposes of the Green Belt as set out in PPG2.</p>
CSVIS/98	John Coxon Emery Planning Partnership	<p>Our response to this section should be read in conjunction with our above comments on the housing and economy sections.</p> <p>Policy MCR6 of the RSS clearly sets out that plans and strategies for Warrington should support and diversify the rural economy and improve access to services in the rural areas focusing development in locations which accord with RDF2.</p> <p>RSS policy RDF2 stipulates that DPDs should identify a subset of towns and villages as Key Service Centres and Local Service Centres.</p> <p>We do not consider that the proposed approach is in accordance with RSS policies MCR6 and RDF2. The refined vision does not set out what the development needs of the settlements within the countryside are, or how they should be met.</p> <p>Key Service Centres should include those centres that act as service centres for surrounding areas, providing a range of services and with good public transport links as set out in Policy RDF2. They have the potential to accommodate all types of development including a range of housing, employment and other services, albeit at a smaller scale than first, second and third priority settlements in identified in RSS policy RDF1. As such, they should be designated a proportion of development in the Core Strategy. Sites should be allocated through a Site Allocations DPD.</p>	<p>It is not considered that Warrington has "Key Service Centres". The whole borough is heavily influenced by the town of Warrington itself, and other centres, considered in RSS terms, are more akin to Local Service Centres both within the town and in the larger villages. The town and other nearby urban areas provide the main sources of employment in the borough, and in this regard Lymm is no different to suburban areas of the town such as Thelwall, Woolston and Pewterspear. Considerable employment opportunities also exist within the defined inset villages and further employment development is not discouraged.</p> <p>The evidence indicates that employment and housing needs can indeed be met from previously developed land sources, and that further development opportunities exist on greenfield sites outwith the Green Belt if and when they are needed.</p>

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		<p>Whilst the regeneration of Warrington town centre and intensification of brownfield sites is sequentially preferable, the Core Strategy must accept the need to develop greenfield sites adjacent to existing settlement boundaries. Employment land and housing requirements and needs, particularly in the rural areas, cannot be met solely through the continued focus on brownfield sites in central Warrington.</p> <p>We also have concerns in respect of the proposed approach to retail. Whilst making the town centre the focus for major retail development is accepted and is in accordance with PPS4, the retail needs of inhabitants of settlements within the countryside need to be carefully considered. Increasing retail opportunities within and adjacent to settlements in the countryside can support the long term sustainability of the settlements and assist in reducing the need to travel.</p> <p>We note with concern that there is also no mention of a rural renaissance within the consultation document.</p> <p>Meeting the needs of the countryside and its constituent settlements as set out above may involve local detailed boundary changes to the Green Belt, as allowed for by the RSS.</p>	<p>In the context of the north west region, the term 'rural renaissance' relates to the sparse, rural areas of Cheshire, Lancashire and Cumbria, and not to the urban influenced rural areas that characterise the metropolitan areas of Greater Manchester and Merseyside.</p> <p>The basis for assessing and making provision for all forms of development is and always has been the borough as a whole. Advocates of other approaches whose sole purpose is really nothing more than an attempt to promote a client site have consistently not found support.</p>
		<p>Lymm</p> <p>In addition to the above, we also have a number of comments to make in respect of the settlement of Lymm. It is included within the 'countryside and its constituent settlements' in the consultation document.</p> <p>We are concerned that the spatial distribution of development in the borough is not being considered in accordance with the RSS. In particular, we object to Lymm being considered within the 'countryside and its constituent settlements' category. We consider that it should be considered to be a Key Service Centre, in accordance with RSS policy RDF2.</p> <p>There is a need for development of all types in Lymm. Our comments on the need for housing, in particular family housing, and employment development outside of Warrington itself are set out in our response to the housing and economy visions. We consider that as a Key Service Centre development is needed in Lymm appropriate to fulfil the needs of local communities for housing, employment and services.</p> <p>In respect of employment, there is a need for further employment opportunities within Lymm in order to reduce the need to travel and to increase the sustainability of the settlement. The following travel to work statistics taken from the ONS display the current travel to work patterns in Lymm:</p>	

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		Lymm	WarringtonBorough	North West	England	
		Travel to work distance 1020km	28%	13%	14%	15%
		Average travel to work distance	18.29km	13.37km	12.46km	13.31km
		Travel to work by driving a car	71%	66%	58%	55%
		Table 1				
		<p>In our view the above patterns are concerning, and reducing the need to travel in rural areas and Key Service Centres should be a key objective of the Core Strategy.</p> <p>There is a serious under provision of retail facilities in Lymm for comparison goods and in particular convenience goods. The Retail Study recognises at paragraph 10.10 that East Lymm would be a food desert were it not for a Petrol Filling Station shop: "Occasionally there could be issues of PFS shops providing convenience facilities in areas that would otherwise be food deserts such as on Rushgreen Road to the East of Lymm."</p> <p>Further retail development is needed to meet the needs of the settlement and the wider rural area. The current lack of retail provision forces residents of Lymm to travel long distances to meet comparison and in particular convenience shopping needs. This is unsustainable and contrary to the advice of PPS1, PPS4, PPG13 and the RSS.</p> <p>We question the predetermined view that the Green Belt boundary is to remain throughout the entire plan period.</p> <p>We note that maintaining the existing Green Belt boundaries is identified as part of the '2026 vision'. Policy RDF4 of the RSS states that there is no need for any exceptional substantial strategic change to Green Belt and its boundaries in Warrington before 2021. However, the policy continues to identify that local detailed boundary changes (nonstrategic) should be examined through the LDF process.</p>				

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CSVIS/112	Stephen Harris Emery Planning Partnership	<p>Our response to this section should be read in conjunction with our above comments on the housing and economy sections.</p> <p>Policy MCR6 of the RSS clearly sets out that plans and strategies for Warrington should support and diversify the rural economy and improve access to services in the rural areas focusing development in locations which accord with RDF2.</p> <p>RSS policy RDF2 stipulates that DPDs should identify a subset of towns and villages as Key Service Centres and Local Service Centres.</p> <p>We do not consider that the proposed approach is in accordance with RSS policies MCR6 and RDF2. The refined vision does not set out what the development needs of the settlements within the countryside are, or how they should be met.</p> <p>Key Service Centres should include those centres that act as service centres for surrounding areas, providing a range of services and with good public transport links as set out in Policy RDF2. They have the potential to accommodate all types of development including a range of housing, employment and other services, albeit at a smaller scale than first, second and third priority settlements identified in RSS policy RDF1. As such, they should be designated a proportion of development in the Core Strategy. Sites should be allocated through a Site Allocations DPD.</p>	<p>It is not considered that Warrington has "Key Service Centres". The whole borough is heavily influenced by the town of Warrington itself, and other centres, considered in RSS terms, are more akin to Local Service Centres both within the town and in the larger villages. The town and other nearby urban areas provide the main sources of employment in the borough, and in this regard Lymm is no different to suburban areas of the town such as Thelwall, Woolston and Pewserspear. Considerable employment opportunities also exist within the defined inset villages and further employment development is not discouraged.</p> <p>The evidence indicates that employment and housing needs can indeed be met from previously developed land sources, and that further development opportunities exist on greenfield sites outwith the Green Belt if and when they are needed.</p>

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CSVIS/122	Jacqui Johnson	The Vision - add after "development management" a semi-colon then "safeguarding the wealth of natural resources belonging to Warrington's countryside."	The point is accepted, but the change may be more appropriate after the word 'tranquility', by adding 'or its value as a natural resource'.
CSVIS/132	Rachael Thorne Peel Environmental Limited	Peel appreciates the importance of restoration of landfill sites to improve the sustainable and attractive nature of the countryside. However, Peel hopes that the vision which states that " <i>some former landfill sites have been restored</i> ", will not impact upon operational landfill sites which have the capacity to provide important waste disposal facilities over the plan period.	Comment noted
CSVIS/47	Kieran Preston	The vision for 2026 states that the Green Belt has ensured that developments have not encroached onto open countryside. Natural England supports a multi-functional green belt (see our earlier comments in this letter) and green infrastructure network delivering benefits to the population of Warrington Borough.	The support of Natural England for a multi-functional green belt is welcomed
CSVIS/136	Scottish and Southern Energy	Fiddler's Ferry submitted objections during the consultation process of the Warrington UDP (WUDP), culminating in evidence being given before an Inspector in January 2004 in which it was contended that land should be designated for purposes that would enable further development to occur in connection with the use of the site for energy related purposes. It was explained that there was a strong business case for the continuing operation of the Power Station in producing electricity, with	Comments noted. At the UDP Inquiry the Council took the view that the Green Belt was not an obstacle to continued operational investment and development at the power station. Green Belt policy did not obstruct the initial construction of

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		<p>potential for various forms of development including: co-firing coal with other renewable fuels; eventual re-powering; building alternative electricity generating technologies; introducing greater flexibility in fuel supplies and the means of delivery; additional rail infrastructure; and ash processing and environmental improvements. Since the Inquiry SSE has invested in biomass co-firing, FGD and environmental improvements, using much of the land that was previously vacant; the Company has also worked with Rocktron to build an ash processing plant. There is also the current application with DECC for the installation of SCR equipment.</p> <p>There are further plans for investment in rail infrastructure and other improvements, which will require that land is identified to undertake this and other energy related development at Fiddler's Ferry. It was recognised by the Inspector at the WUDP Inquiry, that while he felt there was ample land within the operational area of the power station at that time to allow for future development, there might be a time, if very special circumstances were demonstrated, to allow land from the Green Belt to be used for purposes related to the operation of the power station. Provision for future expansion of the Power Station should be included as part of the Core Strategy.</p>	<p>the power station nor has it hindered investment since then. There are self evident exceptional circumstances such that enable further operational development to continue. The Inspector concurred with this view.</p> <p>Development for non-operational purposes is currently within the scope of UDP policy EMP9 which applies to the areas of the site excluded from the green belt.</p> <p>The imminent Issues & Options Consultation will address the Fiddlers Ferry site specifically, and consider options for the future taking account of the issues raised. The basis of all options would assume continued application of the provisions currently made in Policy EMP9</p>



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