

WARRINGTON

PROPOSED

SUBMISSION

VERSION

LOCAL PLAN

2017 - 2037

MARCH 2019



WARRINGTON
Borough Council

Introduction and Warrington in Context

1	Introduction	
1.1	What the Local Plan is and how it works	1
1.2	Summary of work to date	3
1.3	Next Steps	4

2 Warrington in Context

2.1	Spatial Portrait	5
2.2	Challenges and opportunities	15

Vision and Spatial Strategy

3	Positive Planning for Warrington's Future	
3.1	Vision	17
3.2	Plan Objectives	20
3.3	Spatial Strategy and Key Diagram	22
3.4	Exceptional Circumstances for Green Belt release	28

Strategic Planning Policies

4	Objective W1	
4.1	Planning for Warrington's New Homes	32
4.2	Planning for Warrington's Economic Growth	48
4.3	Meeting Warrington's Retail and Leisure Needs	56

5 Objective W2

5.1	Warrington's Green Belt	62
-----	-------------------------	----

6 Objective W3

6.1	Warrington's Town Centre and Surrounding Area	68
-----	---	----

7 Objective W4

7.1	Sustainable Travel and Transport	75
7.2	Transport safeguarding	81
7.3	Warrington's Utilities and Telecommunications	86
7.4	Warrington's Community facilities	90
7.5	Delivering Warrington's Infrastructure	93

8 Objective W5

8.1	Warrington's Places	97
8.2	Warrington's Historic environment	104
8.3	Warrington's Green Infrastructure Network	108
8.4	Biodiversity and Geodiversity in Warrington	113
8.5	Open Space, Outdoor Sport and Recreation Provision	118
8.6	Warrington's Quality of Place	125

9	Objective W6	
9.1	Waste Management in Warrington	129
9.2	Flood Risk and Water Management in Warrington	135
9.3	Planning for Warrington's Minerals Resources	140
9.4	Meeting Future Aggregate Requirements and Provision of Non-Aggregates	145
9.5	Energy Minerals	148
9.6	Restoration and Aftercare of Mineral and Waste Sites	152
9.7	Renewable and Local Carbon Energy Development in Warrington	155
9.8	Environmental and Amenity Protection in Warrington	160
 Site Allocations		
10	Main Development Areas and Site Allocations	
10.1	Waterfront (including Port Warrington)	166
10.2	Garden Suburb	178
10.3	South West Extension	191
10.4	Peel Hall	200
10.5	Burtonwood	208
10.6	Croft	212
10.7	Culcheth	216
10.8	Hollins Green	220
10.9	Lymm - Massey Brook Lane	224
10.10	Lymm - Pool Lane	228
10.11	Lymm - Rushgreen Road	233
10.12	Lymm - Warrington Road	237
10.13	Winwick	242
 Monitoring and Review		
11	Monitoring Framework	
11.1	Monitoring and Review Policy	247
 Glossary and Appendices		
Glossary		250
Appendix 1: Housing Trajectory and stepped housing supply		270
Appendix 2: Monitoring Framework		273
Appendix 3: Superseded Core Strategy Policies		278
Appendix 4: Biodiversity Designations		281
Appendix 5: Historic Assets		283

List of Policies

- DEV1 Housing Delivery
- DEV2 Meeting Warrington's Housing Needs
- DEV3 Gypsy & Traveller and Travelling Show People Provision
- DEV4 Economic Growth and Development
- DEV5 Retail and Leisure Needs
- GB1 Warrington's Green Belt
- TC1 Town Centre and Surrounding Area
- INF1 Sustainable Travel and Transport
- INF2 Transport Safeguarding
- INF3 Utilities and Telecommunications
- INF4 Community Facilities
- INF5 Delivering Infrastructure
- DC1 Warrington's Places
- DC2 Historic Environment
- DC3 Green Infrastructure
- DC4 Ecological Network
- DC5 Open Space, Outdoor Sport and Recreation Provision
- DC6 Quality of Place
- ENV1 Waste Management
- ENV2 Flood Risk and Water Management
- ENV3 Safeguarding of Minerals Resources
- ENV4 Primary Extraction of Minerals
- ENV5 Energy Minerals
- ENV6 Restoration and Aftercare of Mineral and Waste Sites
- ENV7 Renewable and Local Carbon Energy Development
- ENV8 Environmental and Amenity Protection
- MD1 Waterfront (including Port Warrington)
- MD2 Garden Suburb
- MD3 South West Urban Extension
- MD4 Peel Hall
- OS1 Burtonwood
- OS2 Croft
- OS3 Culcheth
- OS4 Hollins Green
- OS5 Lymm - Massey Brook Lane
- OS6 Lymm - Pool Lane
- OS7 Lymm - Rushgreen Road
- OS8 Lymm - Warrington Road
- OS9 Winwick
- M1 Monitoring and Review Policy

INTRODUCTION AND WARRINGTON IN CONTEXT

1 Introduction

1.1 What the Local Plan is and how it works

- 1.1.1 Warrington's Local Plan provides the statutory planning framework for the entire Borough for the period 2017 to 2037. The Local Plan will be used to guide decisions on planning applications and to identify areas where investment and growth should be prioritised. The Local Plan will replace the Local Plan Core Strategy (2014).
- 1.1.2 The Plan contains a vision, a range of objectives and an overall strategy for development. It includes policies on both the scale of development and its overall pattern across the Borough. The Plan allocates specific sites for development to meet the Borough's development needs whilst at the same time protecting other areas from development or identifying them for enhancement. It also contains Strategic Planning Policies which provide the basis for assessing individual planning applications.
- 1.1.3 The Local Plan will provide developers, residents and service providers with certainty about which sites will be developed during the plan period and for what purposes. It also details public and private sector partners that will have a role in achieving the Plan's objectives, whilst establishing a framework for monitoring whether the objectives and associated policies are being achieved.
- 1.1.4 The Local Plan recognises the role local communities have in preparing Neighbourhood Plans in order to provide more detailed local planning policies to meet the needs and requirements of their own areas. The Council may also prepare more detail local planning policies or Supplementary Planning Documents to provide additional detail where this is considered necessary to help deliver the overall objectives of the Local Plan.
- 1.1.5 Local Plans are not prepared in a vacuum. They are drawn up in accordance with the legislation governing plan-making and in the context of national planning policy with which they must be consistent. Warrington's Local Plan has been prepared in the context of national planning policy set out principally in the National Planning Policy Framework (NPPF) (2019) and more detailed National Planning Practice Guidance (NPPG).
- 1.1.6 The NPPF (Paragraph 15) emphasises the importance of plan-making within the planning system. It is stated that succinct and up-to-date plans should provide a positive vision for the future of their areas and should provide a framework for addressing housing needs and other economic, social and environmental priorities.
- 1.1.7 Local Plans must also be developed through extensive engagement with the local community and should have regard to other relevant local strategies and the plans of other public bodies, including those of neighbouring authorities.

1.1.8 Legislation requires that plans are “sound” and one of the four tests of soundness set out in the NPPF is that plans are consistent with national policy. The other tests of soundness are that the Plan is:

- Positively prepared – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs;
- Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence; and
- Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters.

1.1.9 In addition to national planning policy, the Local Plan is also informed by other strategies and interrelationships at a strategic and a local level. As a statutory consultee, the Council is consulted by, and in turn consults with, neighbouring local authorities in the preparation of Local Plans. In addition, councils and a number of other public sector bodies and service providers are required to cooperate proactively on strategic cross-boundary matters in the preparation of Local Plans - this is both a legal requirement and relates to the tests of soundness. The Council has cooperated with the relevant bodies in developing the Plan and in the preparation of the evidence base that will be used to support the Local Plan.

1.1.10 The Local Plan comprises the following sections:

- **Introduction and Warrington in Context** - introduces the Local Plan, the work undertaken to date and the next steps in its preparation. It provides information on the geographic, economic, environmental and social characteristics of Warrington and highlights the key challenges and opportunities which the Borough faces.
- **Vision and Spatial Strategy** - sets out the vision and objectives for Warrington’s future development and details how they will be achieved through the Plan’s spatial strategy. The exceptional circumstances to justify the release of some of Warrington’s Green Belt land to meet its development needs are also set out in this section.
- **Strategic Planning Policies** - includes all the policies for the Borough set against the identified objectives. These include policies for housing and employment growth, the Green Belt, the Town Centre, delivery of infrastructure, design and character and the environment.
- **Site Allocations** - identifies the main development areas and sites in the outlying settlements which have been allocated for development. The accompanying allocation policies set out the infrastructure and policy requirements for each allocation.
- **Monitoring and Review** - sets out the monitoring framework which will ensure the Plan’s performance is assessed, reviewed and updated when necessary.

1.1.11 The policies of the Local Plan supersede all the formerly saved policies within the Local Plan Core Strategy (2014). A full list of superseded policies is included at Appendix 3.

1.2 Summary of work to date

- 1.2.1 Following the High Court ruling in February 2015 which quashed the housing target in the adopted Local Plan Core Strategy (2014), the Council sought to update its housing policies. It became clear that the Borough's needs going forward could not be met without a full review of the adopted Plan.
- 1.2.2 In October 2016, the Council's Executive Board agreed to commence the process of reviewing the existing Warrington Local Plan. The Council subsequently undertook a 6 week period of consultation on the scope of the review and the Council's assessment of Warrington's development needs. The Council also invited developers, landowners, the local community and other stakeholders to submit sites they wanted to be considered as part of the Plan review.
- 1.2.3 Following the consultation the Council undertook the work necessary to progress to a Preferred Development Option (PDO) for accommodating Warrington's development needs. This work included:
 - Updating the assessment of need for additional homes and jobs in the context of consultation responses and more recent socio-economic data;
 - Carrying out a more detailed assessment of the capacity of the existing urban area to accommodate additional development, including the capacity of existing infrastructure;
 - Revising the existing Plan's Strategic Objectives to retain the focus on regenerating the Town Centre and Inner Warrington, whilst recognising the need to accommodate additional growth and release land currently in the Green Belt;
 - Assessing different options for the release of Green Belt to accommodate additional growth across the Borough, including identification of the additional infrastructure that will be required; and
 - Confirming the preferred main locations for development, including the main locations for Green Belt release.
- 1.2.4 Consultation on the PDO was carried out between 18th July and 29th September 2017.
- 1.2.5 Around 4,500 responses were received to the PDO consultation. These have all been taken into account in the preparation of this Proposed Submission Version Local Plan.
- 1.2.6 The vast majority of representations were made by Warrington residents concerned with the scale and location of development being proposed, in particular relating to the release of Green Belt. The Council also received a large number of representations from developers and landowners actively promoting sites through the Local Plan process.

- 1.2.7 The Council has completed a number of evidence base studies to ensure that the Local Plan is based on the most up to date assessment of Warrington's development needs; that all options for meeting these needs have been appropriately considered; and that the infrastructure requirements to support new development are understood and can be delivered.
- 1.2.8 A key focus of this work has been to ensure that every opportunity is taken to maximise the capacity of the existing urban area to accommodate new development.
- 1.2.9 With regard to transportation, the Council is preparing its new Local Transport Plan in parallel with the Local Plan to ensure that future development can be supported by Warrington's highways and public transport networks and that future development can actively promote walking and cycling.

1.3 Next Steps

- 1.3.1 The Proposed Submission Draft Local Plan has been published for a nine week period of consultation between Monday 15th April 2019 and Monday 17th June 2019.
- 1.3.2 The Council will then need to review all of the representations made during the consultation prior to submitting the Plan for 'Examination in Public' to be carried out by an independent Inspector. It is anticipated the earliest date for the Examination in Public will be early 2020.
- 1.3.3 Following the Examination in Public, the Inspector will issue a report setting out their recommendations, including any required modifications to the Plan. The Council must carry out a final consultation on any modifications before formally adopting the Plan. It is anticipated the Local Plan will be adopted late 2020.

2 Warrington in Context

2.1 Spatial Portrait

- 2.1.1 Warrington is the most northerly of the local authorities in the Cheshire area. It shares boundaries with Halton, Cheshire West and Chester, Cheshire East and the four metropolitan Boroughs of St Helens, Wigan, Salford and Trafford. Warrington's economic gravity covers a much larger area than the Borough and extends into the adjoining conurbations to its east and west.
- 2.1.2 The Borough comprises the main urban area of Warrington, surrounding by a rural hinterland which includes a number of distinct settlements. The town of Warrington is the largest urban area in Cheshire by some way (being over twice the population of Chester, the second largest) and is one of the largest free standing urban areas in the North West of England outside the two conurbations of Merseyside and Greater Manchester.
- 2.1.3 Warrington is located mid-way between the conurbations of Liverpool and Manchester with swift direct rail linkages with each. It sits astride most of the key communications routes in the North West – rail, road, water and air. Both the River Mersey and the Manchester Ship Canal run through the heart of the Town.
- 2.1.4 The Borough covers some 176 square kilometres and, at mid-year 2017, was estimated to have a population of 209,700, of which 104,100 (49.6%) were males and 105,600 (50.4%) were females, living in some 90,568 households.
- 2.1.5 Average household size in Warrington at the 2011 Census was recorded as 2.34 people, slightly lower than the figure recorded for England and Wales. Compared to neighbouring authorities, Warrington's ethnicity is low with just 4.1% of its total population being non-white British (Census 2011). Home ownership is high within the Borough with 71.6% of homes being owner occupied at the 2011 Census.

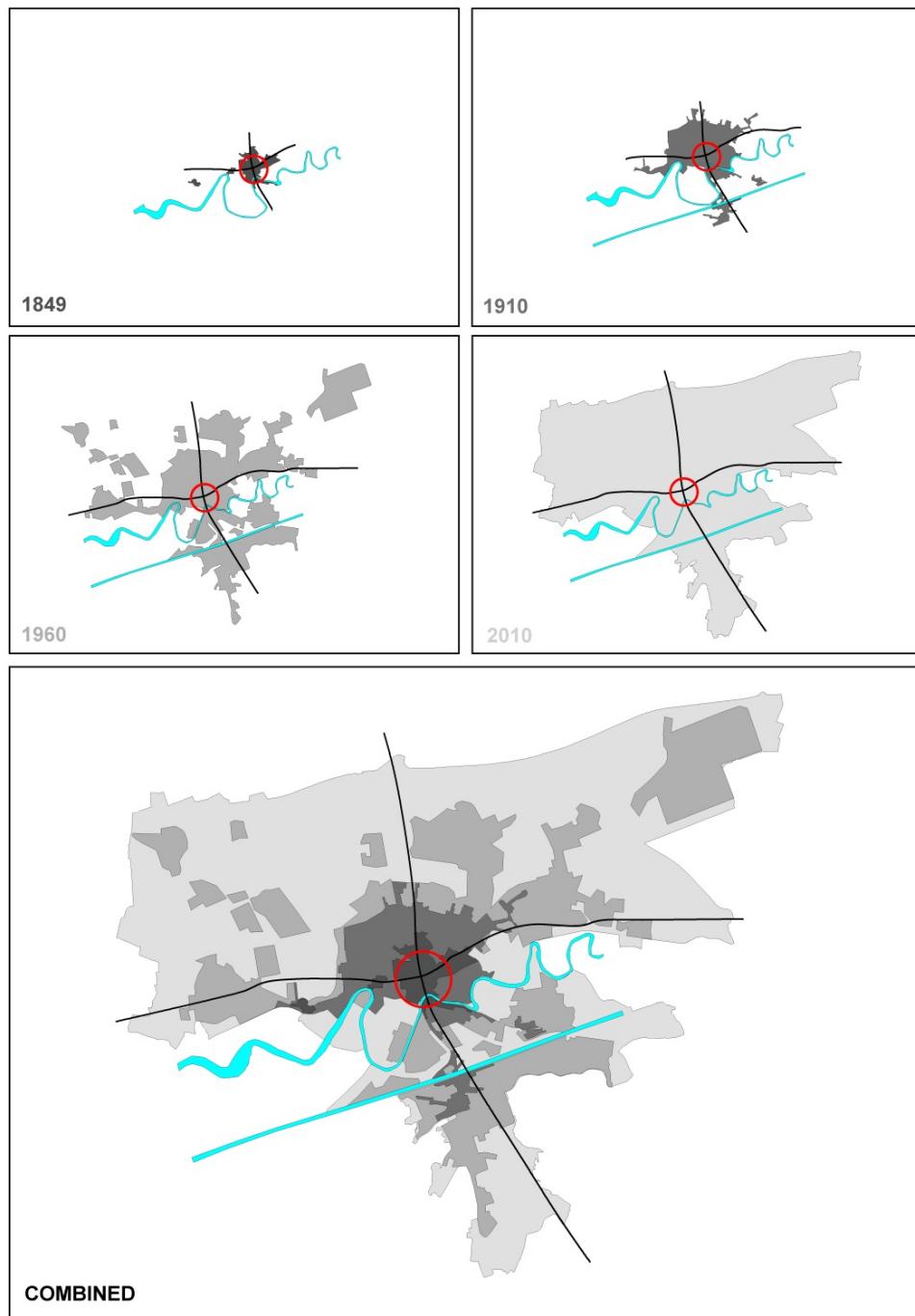
Evolution of Warrington

- 2.1.6 The town of Warrington, which is by far the largest settlement in the Borough, owes its existence to the presence of a crossing point across the River Mersey, the importance of which can be traced back as far as pre-roman times. Following the arrival of the Romans, this crossing point was subsequently incorporated into an important north-south route, which is now known as the A49. This route dissected the historic west to east routes and substantially influenced how the town and subsequently the Borough has developed to date.
- 2.1.7 On the back of its connectivity the settlement of Warrington established itself as a market town in the medieval period, centred on the historical axis of Bridge Street, Horsemarket Street, Sankey Street, and Buttermarket Street, which today constitutes the heart of the Town Centre as we know it. The town's role as a market town has prevailed right through to the present day.

- 2.1.8 By the mid-19th century, Warrington began to emerge as an industrial town at which time it began to steadily expand. It was during this time that the railways and ship canal arrived into the area which connected Warrington to London in the south; Glasgow in the north; Liverpool to the west; and Manchester to the east – links which still exist today.
- 2.1.9 By the early 20th century, Warrington had become a fully-fledged industrial town. Development was no longer centred on the historic axis, but instead extended out from the axis in all directions. The axis however remained the back bone of the town's urban form as well as the heart of the town's social and municipal life.
- 2.1.10 In 1968 Warrington was designated as a New Town, primarily to take economic advantage of its unique position at the hub of the region's communication network, evidently aided by the arrival of the regions motorways. Warrington was also becoming a significant growth area and the New Town was designated in part to manage and direct this rapid growth and to tackle the congestion issues it was facing. The Warrington New Town Outline Plan, approved in 1973, set out a strategy to expand the town's population from about 120,000 to 200,000 by the year 2000. Whilst the planned rate of growth was not fully achieved, the town physically expanded further outwards, the population grew significantly and the growth that took place has markedly changed the status, profile and character of the town. As a result Warrington has evolved from being a medium-sized industrial town to the home of major national and international companies, attracting working people from across the region.
- 2.1.11 Since the end of the New Town era, strategic planning policies sought to arrest outward growth of the Town partly through recognition of the scale of growth achieved and partly through recognition that the New Town development had little effect on the older urban areas of Inner Warrington. Recent efforts to date have therefore focused on regenerating and 'restructuring' the older core of Warrington Town and maintaining the distinct identity of the Borough's countryside and smaller settlements.
- 2.1.12 This Local Plan marks a new stage in the town's development – one of managed growth beyond the existing urban area to reflect projected population and household changes over the plan period. There is a recognition that the previous focus on using brownfield land to meet the towns housing and employment needs has now meant that Warrington is now running out of such land and supply is dwindling. The town is also encountering housing affordability issues, with this being a particular problem for younger people and young families.
- 2.1.13 After a prolonged period of growth on brownfield sites within the urban area, particularly in relation to residential development, the Council, reflecting a changed emphasis from Central Government at a national level, must now identify suitable areas for further development to ensure growth is plan-led, effectively managed and the future needs of the town are met.

- 2.1.14 The challenge for Warrington is therefore to further enhance its existing strengths based on its strategic location, strong economic performance and distinctive character and to make improvements which reinvigorate a sense of place and pride in the town, whilst allowing a sustainable and managed level of growth to meet projected needs across the Borough.
- 2.1.15 The town's historical development is illustrated in Figure 1, with the historic axis amplified to stress its significance.

Figure 1 – Warrington's Historical Development



Warrington within the Region

- 2.1.16 Warrington lies at the hub of the region's communications network. The M6, M56 and M62 motorways intersect within the Borough, providing good access to all parts of the region and beyond. Warrington also lies on the region's main North-South (West Coast Main Line) and East-West (Trans-Pennine) rail routes. The Borough is also traversed by the Manchester Ship Canal, an important commercial waterway linking the Port of Manchester with the Mersey.
- 2.1.17 Manchester International and Liverpool John Lennon Airports both lie within easy reach. Warrington's excellent connectivity is not solely confined to conventional transport routes. Green corridors such as the strategically important River Mersey, Trans Pennine Trail, Sankey Valley and the regionally significant Bridgewater Canal act to highlight the potential of the Borough's greenway network in fulfilling active travel objectives. This connectivity has enabled the Borough to develop a strong and resilient economy with the town constituting a significant centre of employment in the North West, and being widely recognised as a key driver and contributor to the North West's economy and a key driver of growth for the UK generally.
- 2.1.18 Warrington is one of the most successful towns in the UK today in terms of economic development, investment, employment rates and growth and over the last ten years has repeatedly been recognised as such in national research and league tables such as the Centre for Cities 'Cities Outlook'.
- 2.1.19 Warrington's place within the Region is illustrated in Figure 2, where the Borough's central location in the Atlantic Gateway and the region can be seen.

Figure 2 – Warrington in the Region



Warrington's Prosperity and Vibrancy

- 2.1.20 Warrington has a strong and resilient economy. Since the changes brought about by the New Town growth, which gave rise to a new workforce and new employment opportunities, Warrington has developed a strong labour market. In terms of employment measures, Warrington is a highly performing location on a national basis. Current land take up is good, and the Borough has a strong and diverse land and premises offer. The performance of the Town in terms of the property market and investment is tracked on a yearly basis in the 'Warrington Annual Property Review'.
- 2.1.21 Warrington is identified by the Cheshire and Warrington Local Enterprise Partnership as one of its priorities for growth in its Strategic Economic Plan (SEP). The LEP particularly recognises Warrington's strengths in engineering and the nuclear sector and in logistics (due to its location and connectivity). The LEP also recognises Warrington Town Centre as one of the key opportunities in its area for the growth in urban living attractive to younger people.
- 2.1.22 The recently published Transport for the North (TfN) Strategic Transport Plan and Investment Programme identifies Warrington as having a key role in the growth and connectivity of the North and identifies strategic interventions in its Investment Programme. This provides a significant strategic context for the Local Plan and for Warrington as a whole.
- 2.1.23 Despite a strong labour market, high levels of skills and strong growth in workplace earnings, there are some areas in Warrington with high levels of deprivation and the share of increasing prosperity has not been evenly distributed. Worklessness is an issue in some areas of the Borough with the lack of connectivity between areas in need and employment opportunities partly to blame.
- 2.1.24 Omega has been one of the most successful development areas – the growth of logistics and manufacturing on this site has created some 8,000 new jobs over the last 4 years and currently some 1,100 new homes are on site. The Omega site is nearly built out however and the Council's Economic Development Need Assessment (EDNA) concludes there is an insufficient existing employment land supply to meet Warrington's long term needs.
- 2.1.25 Warrington is central to the Cheshire Science Corridor Enterprise Zone (which included Birchwood Park) and the Sci-Tech Daresbury Enterprise Zone is located on Warrington's Southern Border.
- 2.1.26 The Town Centre is a sub-regional centre which serves the Borough and surrounding areas, but its catchment in the wider region is limited by those of the three regional centres - Chester, Liverpool and Manchester. Warrington's designation as a New Town led to the decentralisation of retailing to district centres in suburban locations and Gemini Retail Park in an 'out of' centre location. These sites now compete directly with the Town Centre and continued out of centre development poses a significant threat to the vitality and viability of the Town Centre.

- 2.1.27 The Town Centre has a strong retail offer and is gradually improving its diversity in terms of leisure and visitor facilities and a limited evening economy. Evidence indicates that the catering (including cafes, bars and restaurants) sector is underrepresented in the Town Centre compared with national averages in terms of the number of units and amount of floor space. The same is true of Town Centre offices and the reality is that the diversity of the town, for a sub-regional centre, is not good.
- 2.1.28 The Bridge Street Development, which is nearing completion, will make a major contribution to addressing some of these issues. It will provide a wide range of leisure, retail and office accommodation as well as extensive public realm improvements.
- 2.1.29 The Warrington City Centre Masterplan seeks to further strengthen the role of the Town Centre by promoting it as a focus for living, working, travel, culture and leisure at the heart of the town.
- 2.1.30 In terms of the visitor economy, the Borough benefits from a number of key attractions and assets which are visited by residents within the Borough and from elsewhere, such as Gullivers World, the Halliwell Jones Stadium and Walton Hall Estate. Heritage and natural environment assets, and particularly the Borough's strategic green links, also contribute to tourism in the Borough and the local economy.

Warrington's Neighbourhoods

- 2.1.31 Although Warrington is a prosperous Borough, it is also an unequal one and a key defining feature of Warrington is the marked differences in prosperity and quality of life within the Borough. The 2015 Indices of Multiple Deprivation (IMD) have shown that deprivation in Warrington has increased slightly relative to the previous indices from 2010, with an average score of 19.3 compared with 18.5 in 2010. The IMD 2015 identify that there are 12 Warrington Super Output Areas (SOAs) which fall into the 10% most deprived nationally.
- 2.1.32 With regards to health and disability deprivation, a significant percentage of the Borough's SOAs rank amongst the worst nationally. These communities with the poorest health and disability levels are geographically concentrated within the Town Centre and Inner Warrington. Lifestyle factors are also worse in areas of relative deprivation. Poor self-reported health, sedentary lifestyle, smoking prevalence, poor diet behaviours and being overweight are all worse in Inner Warrington.
- 2.1.33 Generally, the health of Warrington residents is improving. The long term trend for life expectancy is showing slow but steady increases for both males and females, the latest data (from 2015-17) shows the highest ever life expectancy figures for Warrington with males at 78.9 years and females at 82.4 years. However, when compared to England the life expectancy figures for Warrington remain lower. There is also substantial variation within the Borough, with more socio-economically deprived areas experiencing poorer health outcomes. Much work is

on-going across the Borough to continue to improve the health and wellbeing of Warrington residents, this agenda is being driven by the Health and Wellbeing Strategy for Warrington 2019-2023.

- 2.1.34 The need for new homes within the Borough has remained as important in the recent past as it did during the planned expansion of Warrington during its former designation as a New Town. In the 1990s and early 2000s for example, and aside from providing much needed new market and affordable homes to meet the needs of local people, the delivery of new homes has spearheaded the towns regeneration and renewal efforts which have revived and revitalised much of the older core of Warrington – acting as a catalyst for physical change and often well needed investment in social and environmental infrastructure as a means of countering deprivation.
- 2.1.35 The supply of new homes remained relatively buoyant with significant levels of new homes delivered up to the height of the last development boom in the mid 2000s. Local monitoring over this period confirmed that 99% of new homes had been delivered on previously developed land and that a healthy mixture of dwellings in terms of type and size had been delivered.
- 2.1.36 Over recent years however there has been a noticeable fall in housing completions, with only 359 net completions in 2017/18. Completions are forecast to increase over the short term with major developments underway at Omega and in south Warrington, but the Council's Strategic Housing Land Availability Assessment shows that land supply will become increasingly constrained over the longer term.
- 2.1.37 House price data for Warrington, taken from Land Registry data closely mirrors the experience found nationally in that house prices grew strongly within the Borough between 2002 and 2007, with particularly strong growth between 2002 and 2004. Owing to the national housing market downturn brought about by the realisation of the scale of bad debt that banks had, prices subsequently fell, with the lowest prices being recorded in Warrington in early 2009. Prices remained relatively static for a period after this low with the average house price in Warrington at July 2011 standing at £141,988, somewhat lower than the national average of £163,049. More recently, prices have started to increased once more with the Council's monitoring period 2016/17 showing average house prices of £175,925 and the most recent period 2017/18 seeing a further increase to £187,471.
- 2.1.38 Evidence on housing need suggests that, partly on the back of economic success and changes in demographics, an increased supply of future new homes is required, and makes clear that there is a significant shortfall of affordable homes within the Borough. The most recent Local Housing Needs Assessment (LHNA) suggests that approximately 377 additional new affordable homes need to be provided in the Borough each year over the plan period, with supply simply unable to keep pace with demand. The major reason affordable need is high is that the average house price is over 6 times average household incomes, combined with a falling supply of the Borough's social housing stock as a result of the 'right to buy'.

- 2.1.39 Affordability issues are linked to suppressed household formation rates and this is a particular problem for young people and young families. This is becoming an increasingly urgent issue which the Local Plan aims to tackle for the longer term.
- 2.1.40 Another notable trend is Warrington's aging population, with a significant increase in the need for homes suitable for older people.
- 2.1.41 With regards to neighbourhood services, evidence suggests that the Borough's residents enjoy good access to a network of defined local retail and service centres. Recent development has however put increased pressure on local schools, health facilities and other community facilities. More recently within the Borough, service delivery is being offered through a neighbourhood 'hub' model which brings together a range of public and in some instances private services into one place.

Warrington's Built and Natural Environment

- 2.1.42 The Borough has a unique identity with the town of Warrington surrounded by attractive countryside and a number of smaller outlying settlements, each with their own separate character. The Borough has a large number of heritage and ecological assets which contribute to Warrington's identity and character.
- 2.1.43 Warrington has a varied landscape character, important areas of nature conservation value and extensive areas of high-grade agricultural land. The Borough's environmental assets, including its sites of international, national and local importance for biodiversity must continue to be protected and opportunities taken to enhance their function and value, including improving linkages between them, through a comprehensive Green Infrastructure network. Strategic green links include the Mersey Valley corridor and Sankey Valley Linear Park, from which a series of wider and parallel links can be accessed. The Borough has an unrivalled network of internal connected green spaces and parks which gives Warrington much of its sense of place.
- 2.1.44 The Mersey Valley Corridor constitutes a wide tract of land (exceeding 2km in places) extending across the Borough from Fiddlers Ferry Power Station in the west, to Hollins Green and the flood plain for the River Bollin in the east. Its value lies in the mix of river valley habitats, notably wetlands, in the context of the Mersey Estuary as whole – one of the largest estuaries in Europe and supporting internationally important numbers of birds.
- 2.1.45 Sankey Valley Linear Park is an important corridor which runs north-south for over 6km through Warrington, linking the Green Belt to the north to the River Mersey in the south. It is characterised by 'New Town' ecology-led landscaping adjoining Sankey Brook and the St Helens Canal, and it is important for flora and fauna as well as leisure, recreation and opportunities for active travel.
- 2.1.46 Nature designations currently include 55 Local Wildlife Sites, 5 Local Nature Reserves, 4 Sites of Special Scientific Interest (SSSIs) and 3 Special Areas of Conservations (SACs). Following the most recent Landscape Character Assessment

for Warrington, there are 20 defined landscape character areas across the Borough. Current mineral operations in Warrington include Southworth Quarry and Rixton Combined Site.

- 2.1.47 With regard to the built environment, the Borough possesses a valuable legacy of heritage assets across the main urban area and the Borough's smaller settlements which need to continue to be protected and enhanced. Warrington has 348 Listed Buildings and 16 Conservation Areas, together with a large number of other buildings and structures of interest that are included on a local list. The Borough also contains 12 Scheduled Ancient Monuments and a wealth of archaeological remains.
- 2.1.48 Whilst the majority of designated heritage assets across the Borough are in good condition, 5 Listed Buildings and 3 Conservation Areas are included in Historic England's Heritage at Risk Register.
- 2.1.49 The Borough's carbon footprint emissions have historically been dominated by Fiddlers Ferry Power Station. However, this is now only operating at 25% capacity with national government seeking to close all coal-fired power stations by 2025.
- 2.1.50 There are a number of major sources of pollution contributing to pockets of poor air quality at a local level namely; transport, industrial and domestic heating. In addition to local sources, there are transboundary effects from regional, national and international sources that are outside the control of the local authority. The major source of pollution at a local level though has been assessed as related to transport, primarily road.
- 2.1.51 Minimising the causes of, and adapting to the impacts of climate change is a key issue in Warrington. The town is built on the flood plain of the River Mersey and at the head of its tidal estuary. It is at risk from many different sources of flooding, the main source being the River Mersey and its five key tributaries, but it is also susceptible to flooding from ordinary watercourses, surface water runoff and sewer flooding. In addition there are some residual risks associated with artificial water bodies such as the Bridgewater Canal, the Manchester Ship Canal, and various reservoirs. The extent of areas at risk from tidal flooding at the historic heart of the town mean that the effects of climate change are potentially significant, particularly in central Warrington. The Manchester Ship Canal does however play a vital role in managing fluvial flood risk along the Mersey, significantly reducing the incidence of flooding from fluvial flows.
- 2.1.52 Warrington's Green Belt fulfils an important role in ensuring the separation of Warrington from neighbouring towns and cities and preventing urban sprawl extending into the countryside. However, it is important to balance this role with the needs of the Borough over the Plan period.

Warrington's Transport Network

- 2.1.53 Warrington is well-connected to the motorway network. The M6 provides a connection from Birmingham in the south to Carlisle in the north, whilst the M62 is an east-west link between Manchester and Liverpool. The M56 also runs east-west, through the south of the Borough and provides a connection between South Manchester and Chester.
- 2.1.54 Warrington is located on the Cheshire Lines Committee (CLC) Line that runs east to west, connecting Warrington to Manchester and Liverpool, and the West Coast Main Line (WCML) that runs north to south through the Borough, calling at Warrington Bank Quay.
- 2.1.55 The majority of bus services in Warrington are operated commercially, with over 80% of the overall mileage provided by Warrington's Own Buses (WOB). Other bus operators operate several bus services within Warrington, which are important in providing cross boundary trips in and out of Warrington.
- 2.1.56 Warrington's compact size and fairly flat terrain provides an excellent opportunity for more local journeys to be made by walking and cycling. Currently, there are over 40 miles of surfaced segregated cycle paths, 18 miles of unsurfaced paths and over 23 miles of shared use paths alongside roads. Within Warrington Town Centre there are over 350 publicly available cycle parking stands. There are over 136 miles of public rights of way in Warrington, 128 miles of footpath and seven miles of bridleways and restricted byways. There are routes in towns, villages and the countryside.
- 2.1.57 One of the most significant challenges facing Warrington is however the dependency on car travel. The New Town development pattern has favoured the car. Warrington has very high car ownership levels (81%) and this is above the 74% national average. As a result, the car is the travel mode of choice in Warrington and dominates the highways network.
- 2.1.58 The dominance of the car has led to the priority for other travel modes being reduced and serious congestion problems within the town. Cars, particularly when single occupancy, make poor use of available road space and offer a less energy efficient means of travel compared to sustainable transport modes.
- 2.1.59 Growth in car dependency is a major contributing factor in the worsening health of Warrington's population. Increased reliance on cars for the majority of journeys together with use of cars for short (less than 2km) trips means that people do not achieve their recommended level of physical exercise. This can lead to a wide range of health problems including obesity, respiratory illnesses and mental health issues.

2.2 Challenges and Opportunities

- 2.2.1 It is clear from the above spatial portrait that the Borough of Warrington varies significantly in terms of character, prosperity, health and access to services and infrastructure.
- 2.2.2 There are a number of challenges which need to be addressed in order to improve the Borough for those who live in, work in and visit Warrington. Key challenges which the Borough faces can be summarised as:
- Limited housing and employment land supply;
 - Housing affordability concerns;
 - Meeting the needs of an aging population;
 - Car dependency;
 - Traffic congestion;
 - Air quality impacts;
 - Management of waterways;
 - Importing waste;
 - Aging infrastructure; and
 - Areas of deprivation.
- 2.2.3 However, there are a significant number of opportunities which Warrington has benefited from and will continue to do so, with new opportunities also emerging. Many of these are linked to the Borough's strategic location in the North West region between the regional centres of Liverpool and Manchester but also the important wider links on both the motorway network and West Coast Mainline. Warrington is set to improve its links nationally with the introduction of HS2 and Northern Powerhouse Rail, which will see further benefits for the town on both a national and regional level.
- 2.2.4 Future opportunities for Warrington can be summarised as:
- Distinct character areas;
 - Its connected network of green spaces and parks;
 - Its waterways and waterfronts and the unique opportunities they bring;
 - Tourist/cultural attractions – Gullivers World, Walton Hall and Gardens, live music events;
 - An improving cultural offer in the Town Centre, building on the recommendations of the Warrington Culture Commission;
 - An increased interest in Town Centre living – from both developers and occupiers – particularly for younger people;
 - Introduction of HS2 and Northern Powerhouse Rail;
 - Investment in new infrastructure;
 - Thriving business community and successful economy;
 - Creation of new places/areas within the Borough.

VISION AND SPATIAL STRATEGY

3 Positive Planning for Warrington's Future

3.1 Vision

Introduction

- 3.1.1 It is important that the Local Plan sets out a positive vision for Warrington's future development. The vision will provide a common thread running through the Plan's Strategic Objectives, the Spatial Strategy and into each individual planning policy.
- 3.1.2 The vision set out below reflects Warrington's strengths and constraints as set out in the previous chapter and carries forward relevant parts of the previous Local Plan's vision. It is based on an understanding of Warrington's future development needs and the Council's growth aspirations. It takes into account the wide range of representations made to the Local Plan Scoping and Preferred Development Option consultations and the requirements of national planning policy.

Vision – Warrington 2037

1. By 2037, Warrington will be a place that works for all:
 - Providing opportunities for the most vulnerable;
 - With a strong economy that benefits everyone;
 - With strong, active and resilient communities; and
 - Will be a place to be proud of.
2. Warrington's growth will be positively planned to ensure that new homes, jobs and businesses are supported by major improvements to the Borough's infrastructure, to the benefit of existing and new communities alike.
3. Warrington will consolidate its position as one of the most important economic hubs in the UK and will see the development of major new employment locations. Its highly skilled workforce will support a wide range of economic activities, including engineering, hi-tech manufacturing, business services, logistics and research and development.
4. Warrington's central position within the Northern Powerhouse provides businesses with unrivalled access to the Manchester and Liverpool conurbations, the Manchester Ship Canal and the national road and public transport networks. The future intersection of the two new major national rail routes, HS2 and Northern Powerhouse Rail, in Warrington will further enhance the Town's strategic connectivity.
5. New housing development will support Warrington's economic growth and will be focused on creating attractive, well designed, sustainable and healthy communities. New homes will meet a wide range of needs including those of families, those struggling to afford their own home, elderly people and disabled people.

6. The character of Warrington's places will be maintained and enhanced with a vibrant Town Centre and main urban area, surrounded by attractive countryside and distinct settlements. The unique elements of the historic, built and natural environment that Warrington possesses will be looked after, well managed, well used and enjoyed.
7. Warrington's rich green space network (comprising radial green routes and the circuit of parks and open space encircling the Town Centre and Waterfront) together with its extensive network of waterways will provide a framework for Warrington's growth and key development areas. Major new parks, new green links and increased access to river and waterside frontages will improve leisure and active travel opportunities and increase the Borough's biodiversity.
8. New development will be successfully integrated into Warrington's transformed public transport system. The enhanced Green Space and Waterways network will provide popular, high quality walking and cycling routes that promote active lifestyles, reduce carbon emissions and contribute to improving air quality.
9. The Mersey valley running though the centre of the town together with the river itself and the Ship Canal will provide an attractive setting for new development at Warrington Waterfront and the regeneration and development of the Town Centre. The Town Centre and Warrington Waterfront will become a focus for urban living with higher density residential developments. The Town Centre will strengthen its role as the hub of the Warrington's commercial and recreational life with a greatly enhanced cultural offer.
10. New development will be energy efficient and Warrington will generate a greater proportion of its energy needs from renewable sources. The Town will be at the cutting edge in the use of new technologies – particularly in terms of communications and information and low / zero emission vehicles. Warrington will be a 'smart' place.
11. Warrington's levels of recycling will continue to increase, whilst municipal and commercial waste will be reduced. New waste facilities will ensure that residual waste is sustainably managed. Warrington's mineral resources will be protected and contribute to the region's future resource needs.

Why we have taken this approach

- 3.1.3 Warrington has seen significant growth since its designation as a New Town and its success means it is a location where people want to live and where businesses want to locate. Over time infrastructure has not always kept pace with new development. This has resulted in congestion on Warrington's roads and pressure on schools, GPs, the hospital and Warrington's parks, gardens, community and cultural facilities.
- 3.1.4 The vision therefore seeks to ensure that future growth is supported by wide ranging investment in infrastructure that will not only support new development but will address existing congestion and infrastructure constraints across Warrington as a whole.

- 3.1.5 Warrington already has one of the strongest economies in the North West. There has been a significant increase in employment development over the last few years, exemplified by the pace of development at Omega. Our Economic Development Needs Assessment has identified that market demand to invest in Warrington is set to continue over the Plan period. The Warrington Means Business Regeneration Framework has set out the Council's ambitious plans for economic growth. It is essential that the Plan is able to supply additional employment land to sustain and enhance Warrington's economic prosperity.
- 3.1.6 Increasing the provision of new homes is a key Government priority. Our Local Housing Needs Assessment has confirmed the level of homes we need to meet Warrington's demographic needs, to address issues of affordability and to ensure sufficient homes are provided for the new jobs that will be created in Warrington.
- 3.1.7 It is important to ensure that everyone in our community has access to a home. Increasing the supply of homes will increase the availability of homes for young families and will enable the increased supply of affordable homes for rent and low cost ownership. There is also the need to provide homes that are suitable for the increasing proportion of Warrington's population who will be elderly and to address the existing deficiency and future requirement for homes that can be readily adapted for people with disabilities.
- 3.1.8 The Borough has a unique identity with the town of Warrington surrounded by attractive countryside and a number of smaller outlying settlements, each with their own separate character. The Borough has a large number of heritage and ecological assets which contribute to Warrington's identity and character.
- 3.1.9 During the Preferred Development Option consultation, a large number of residents expressed concern that this identity could be lost with the Borough providing a large number of new homes for people who will simply commute each day to jobs in Manchester or Liverpool and have a limited relationship with Warrington and its communities.
- 3.1.10 An essential component of the vision is therefore to ensure that the Borough's unique identity is maintained and enhanced. This is both in the context of Warrington's distinct role in the wider North West region and in the relationship between the town, countryside and surrounding settlements within the Borough itself.
- 3.1.11 Warrington benefits from extensive open space and waterways networks. New development provides the opportunity to connect into and enhance these networks, providing new areas of open space for recreation, ecology and new routes for walking and cycling. A number of major waterways pass through the Borough but over recent years development has not always exploited this potential and too often development turns its back on the water and connections are fragmented with many areas of the waterside inaccessible. New development

provides an opportunity to open up the Borough's waterways and green spaces and ensure they become integral to Warrington's character.

- 3.1.12 As we invest in infrastructure, we also need to recognise there is a need for a transformation in the way people move around Warrington and travel into and out of the Borough. The Local Transport Plan is being prepared at the same time as the Local Plan to ensure that the planned growth for the next 20 years and beyond is supported by new transport infrastructure and services which reduce the reliance on the private car by promoting walking and cycling, whilst at the same time ensuring that the existing transport network is safe and efficient. This is the only sustainable way to reduce the travel issues experienced in Warrington and such an approach will have major environmental benefits. It will also promote active and healthier lifestyles and ensure that everyone is able to easily get to where they live, shop, study, work and access local services.
- 3.1.13 If we are to make Warrington a truly sustainable place we also need to improve the energy efficiency of new developments, promote renewable energy and ensure the sustainable management of waste and mineral resources.

3.2 Plan Objectives

Introduction

- 3.2.1 The Plan Objectives cover a range of development themes. They will ensure that the individual elements of the Local Plan are collectively able to deliver the Plan's overall vision.
- 3.2.2 The Objectives have been used to help assess different options for the Plan's spatial strategy and provide a basis for individual planning policies. They are based on the Objectives of Warrington's previous Local Plan but have been updated to reflect Warrington's future development needs and in response to changes to Government Planning Policy.
- 3.2.3 The Objectives have been refined during the process of plan preparation, taking into account representations made during the Local Plan Scoping and Preferred Development Options consultations.

Objectives

W1 To enable the sustainable growth of Warrington through the ongoing regeneration of Inner Warrington, the delivery of strategic and local infrastructure, the strengthening of existing neighbourhoods and the creation of new sustainable neighbourhoods whilst:

- delivering a minimum of 18,900 new homes (equating to 945 per year) between 2017 and 2037, and
- supporting Warrington's ongoing economic success by providing 362 Hectares of employment land between 2017 and 2037.

W2 To ensure Warrington's revised Green Belt boundaries maintain the permanence of the Green Belt in the long term.
W3 To strengthen and expand the role of Warrington Town Centre as a regional employment, retail, leisure, cultural and transport hub, whilst transforming the quality of the public realm and making the Town Centre a place where people want to live.
W4 To provide new infrastructure and services to support Warrington's growth; address congestion; promote safer and more sustainable travel; and encourage active and healthy lifestyles.
W5 To secure high quality design which reinforces the character and local distinctiveness of Warrington's urban area, its countryside, its unique pattern of waterways and green spaces and its constituent settlements whilst protecting, enhancing and embracing the Borough's historic, cultural, built and natural assets.
W6 To minimise the impact of development on the environment through the prudent use of resources and ensuring development is energy efficient, safe and resilient to climate change and makes a positive contribution to improving Warrington's air quality.

Why we have taken this approach

- 3.2.4 Using the previous Plan's Objectives as the starting point for the new Plan's Objectives will ensure a level of continuity in the planning of the Borough. A significant amount of public consultation and evidence base work informed the previous Plan, which was itself only adopted in 2014.
- 3.2.5 The Objectives have been updated to reflect the higher level of development that Warrington must plan for in order to meet its future development needs whilst retaining the character and livability of the town. There has also been significant change in national planning policy with the publication of the new National Planning Policy Framework (2019) and associated National Planning Policy Guidance.
- 3.2.6 The Council has produced a detailed assessment of the need for future homes, employment land and retail and leisure uses. The Council is planning for a level of homes above the Government's minimum requirement. This is to ensure enough homes are provided to support the number of jobs that will be created from Warrington's future economic growth and to address current issues of affordability. Further detail on the number of homes and amount of employment land that the Local Plan will provide is set out in the spatial strategy below and the policies under Objective W1 in the next section.
- 3.2.7 Previous Plans have been successful in promoting the ongoing regeneration of the inner area of Warrington, ensuring productive development of brownfield land and in securing significant investment in the Town Centre. This remains the priority of the Council. The majority of new development will be within the existing urban area and the Council has significant development ambitions to intensify development in the Town Centre and surrounding inner urban area. This will also help with the Council's desire to keep overall journey distances shorter, thus reducing the need to travel by car.

- 3.2.8 In order for Warrington to meet its future development needs there is however the need for a significant amount of land to be released from the Green Belt. The Objectives will ensure that development on former Green Belt land complements rather than competes with development within the existing urban area and that new infrastructure investment will benefit the Borough as a whole. The Objectives will also ensure that the revised Green Belt boundaries are able to endure over the long term, well beyond the end of the Plan period in 2037.
- 3.2.9 Specific Objectives have been retained, refined and strengthened to deliver the other key elements of the vision. These include infrastructure investment; reducing the need to travel by car; promoting sustainable modes of transport and active lifestyles; ensuring protection and enhancement of the Boroughs' unique character and its built and natural assets; and ensuring Warrington's long term environmental sustainability.

3.3 Plan Spatial Strategy

Introduction

- 3.3.1 The Spatial Strategy shows how the Local Plan will accommodate and manage development in different locations across the Borough in accordance with the Plan's vision and objectives.
- 3.3.2 The Spatial Strategy has emerged following consideration of a range of alternative options. It has been informed by the sites submitted by developers and landowners as part of the Local Plan 'call for sites' and the large number of representations made to the Local Plan Scoping and Preferred Development Option consultations.
- 3.3.3 It has been informed by both planned infrastructure investment and also by the ability to deliver new and improved infrastructure to support new development and the growth of Warrington as a whole.
- 3.3.4 The Spatial Strategy is illustrated in Figure 3 - Local Plan Key Diagram with further detail provided in the policies under Objective W1 and in the strategic site allocations.

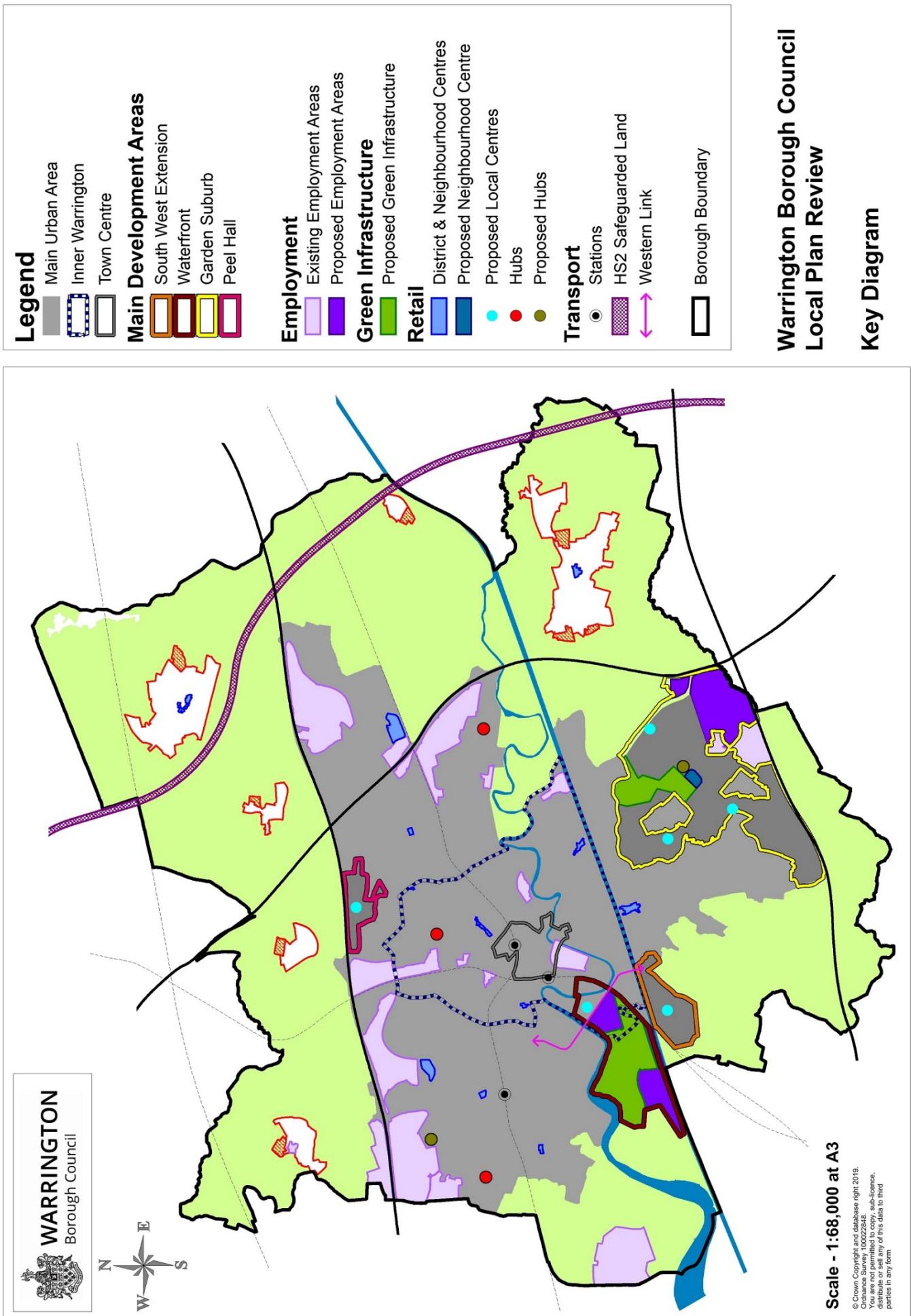


Figure 3 – Local Plan Key Diagram

Why we have taken this approach

- 3.3.5 The Plan's main priority remains to optimise the development potential of the existing urban area. As such a number of key elements of the previous Plan's spatial strategy therefore remain. These include intensifying development in the Town Centre, the inner area of Warrington and opening up the Waterfront as a new urban quarter facilitated by the new Western Link.
- 3.3.6 It is not possible however to meet all of Warrington's development needs within the existing urban area. The Plan's spatial strategy has therefore been developed in order to meet the need for new homes, employment land and retail supported by wide-ranging infrastructure improvements.

Spatial strategy for meeting our need for new homes

- 3.3.7 The existing urban area can accommodate around 13,700 new homes. This means there is still the requirement to provide land for around 7,000 homes through release of Green Belt land. The detailed land requirement calculation is set out in Policy DEV1.
- 3.3.8 The Council has considered a range of options for the distribution of homes from Green Belt release. The chosen spatial strategy is for:
- a new Garden Suburb to the south east of the main urban area, which will deliver around 5,000 homes (including 4,200 through Green Belt release) in the Plan period up to 2037, with a potential for a further 2,300 homes from Green Belt release beyond the Plan period;
 - an urban extension to the south west of the main urban area of around 1,600 homes; and
 - 'incremental growth' across the outlying settlements of around 1,100 homes.
- 3.3.9 The Council believes this option provides the most appropriate spatial strategy for meeting Warrington's housing needs.
- 3.3.10 The Garden Suburb will deliver a wide range of infrastructure and services to support the new development in the south Warrington area. Internal roads will be designed to include segregated pedestrian and cycle paths and provide high levels of priority for public transport services. New greenways will also be created which will connect to all parts of the new Garden Suburb. Residents will have improved access to the Town Centre and ease of access to employment areas across Warrington.
- 3.3.11 The South Western Extension is of sufficient scale to support a range of local services and will be facilitated by the Western Link. Residents will have good access by all means of travel to employment, shopping and recreational facilities in the Town Centre and the wider urban area.

- 3.3.12 Both urban extensions will provide a high quality residential environment, sensitive to the heritage and ecological assets within the development areas and their surroundings.
- 3.3.13 These areas of development can also be effectively integrated into the Borough's green infrastructure network. Both urban extensions will provide extensive areas of open space for recreation and biodiversity. Green and waterside links will enable connections for walking and cycling within the development areas and to the wider Warrington area.
- 3.3.14 Incremental development within the settlements will provide housing choice and help support local services without placing unacceptable pressure on local infrastructure. It will ensure that the character of the respective settlements is maintained.
- 3.3.15 The revised Green Belt boundaries will ensure the long term integrity of the Green Belt. The additional development capacity provided within the Garden Suburb, together with anticipated future capacity within the Town Centre and wider existing urban area, will ensure the Green Belt boundaries will endure well beyond the end of the Plan period.
- 3.3.16 The Council has considered a range of alternative spatial options for meeting its future housing needs. Consideration was given to larger scale extensions to one or more of the outlying settlements. This option was discounted due to:
- the impact on character of the settlements;
 - the increase in car trips that would be generated given the increased distance from the settlements to existing and future employment locations in the Borough; and
 - infrastructure investment in the settlements not providing wider benefits to address existing deficiencies in the main urban area.
- 3.3.17 The Council also considered a range of alternative locations for Green Belt release adjacent to the main urban area, but none performed as well as the chosen spatial strategy:
- A more dispersed pattern of development would make it harder to deliver the required level of infrastructure to support the level of housing growth.
 - An urban extension to the west of Warrington would have a significant impact on the function of the Green Belt separating Warrington from Widnes and it would be harder to mitigate the impacts on social and physical infrastructure.
 - An urban extension to the north of Warrington would have considerable traffic impacts on the A49 and Junction 9 of the M62. It would also impact on the character of Winwick and the designated historic battle ground.
 - An urban extension to the east of Warrington would have significant ecological impacts and potentially sterilise mineral reserves.

Spatial Strategy for meeting our Employment Land needs

- 3.3.18 With regard to employment land, the spatial strategy seeks to protect and increase land supply within the existing urban area. Employment areas at Omega, Birchwood and Woolston are performing well and the Council is seeking to increase the office supply in the Town Centre.
- 3.3.19 As with housing, it is not possible to meet all of the employment land requirements within the existing urban area. This means there is a requirement for provision of around 213ha of employment land through Green Belt release. The detailed land requirement calculation is set out under Policy DEV4.
- 3.3.20 The Council has considered potential employment sites on their own merits, with regard to their ability to meet market demands and a range of detailed site and sustainability criteria, including location, means of access and Green Belt performance. A further key consideration was how the sites related to the emerging spatial strategy of the Plan and to planned infrastructure.
- 3.3.21 The main employment sites have been allocated at
- Port Warrington – the principle of expansion of the Port was established in the previous Plan due to the location of the site, the increase in freight on the Manchester Ship Canal and the ability to connect the ship canal to the road and rail network. The Port will form part of the wider Warrington Waterfront allocation and will be accessed by road from the Western Link.
 - Waterfront Business Hub – a modern business park located within the wider Waterfront Allocation, benefiting from proximity to Port Warrington, but also Bank Quay station and the Town Centre.
 - Garden Suburb Employment Area – this is located at the junction of the M6 and M56 and will meet a large proportion of the Borough's identified B8 requirement. It will benefit from proximity to the Garden Suburb's neighbourhood centre and planned improvements to road infrastructure.
 - Omega Westward Extension (St Helens) - St Helens are proposing to facilitate the westward extension of the existing Omega site through an allocation in their Local Plan. Both Councils have agreed that this will contribute to meeting Warrington's employment land needs.
- 3.3.22 The Council has considered a number of other employment sites, but these were not judged to perform as strongly as the allocated sites. A number of sites to the north of Junction 8 and 9 of the M62 raised highways concerns whilst sites to the east of the Borough would have significant ecological impacts.
- 3.3.23 The Council recognises the potential of Fiddlers Ferry Power Station to contribute to meeting future employment needs with the likelihood that the power station will be decommissioned during the Plan period. Given the uncertainties over the timing of decommissioning and the requirements for extensive site remediation, Fiddlers Ferry has not been included in the Plan's identified employment land supply at this stage. It will however contribute to meeting Warrington's longer term employment

needs meaning that it is not necessary to consider safeguarding additional land for employment beyond the Plan period.

Our Spatial Strategy for meeting Retail Needs

- 3.3.24 Having updated its Retail Needs Assessment and undertaken Town Centre health checks, the Council considers the retail hierarchy from the previous Plan remains appropriate and this is reflected in the spatial strategy. The Retail Needs Assessment re-affirms the risk to the Town Centre of any further out of centre retail development. Further detail is provided in Policy DEV5.
- 3.3.25 The Retail Needs Assessment does identify the need for around 5,000 sq.m of additional convenience floorspace over the Plan Period. It is proposed that this will be distributed across the new neighbourhood and local centres to be provided in the Waterfront, Garden Suburb and South West extension.

Infrastructure to Support Warrington's Growth

- 3.3.26 The Council's Infrastructure Delivery Plan (IDP) provides details on the wide range of infrastructure required to support the Local Plan. This includes the cost of infrastructure, funding sources and timescales for delivery. The infrastructure requirements include new and improved schools, health facilities, parks and open spaces, recreational facilities, environmental improvements, community facilities and transport schemes.
- 3.3.27 Two of the largest transport infrastructure schemes which are fundamental to the delivery of the spatial strategy of the Local Plan are the Western Link and the Garden Suburb strategic link.
- 3.3.28 The Western Link will provide a new road connection between the A56 Chester Road and the A57 Sankey Way, crossing the Manchester Ship Canal, the West Coast Mainline and the River Mersey, making a significant contribution to addressing congestion within Warrington. It will enable the development of the Waterfront area, including Port Warrington. Through reducing traffic levels on the existing road network, it will facilitate the development of the South West extension and a greater level of development within the Town Centre and across Inner Warrington.
- 3.3.29 Existing traffic congestion and highway constraints in south Warrington means that phase one of a Garden Suburb strategic link, connecting the A49 to the A50 via the centre of the new development area, is a prerequisite to support any additional development in south east Warrington.
- 3.3.30 A key priority for the Local Plan is to ensure the phasing of development is related to the delivery of infrastructure. This will have implications for the Council's 5 year land supply as the lead in times for the Western Link and Garden Suburb Strategic Link mean that new homes in the Waterfront, South West Extension and Garden Suburb will only be able to make a minimum contribution in the first 5 years of the Plan. The Council is therefore proposing a Stepped Housing Trajectory over the Plan period in recognition of the need to ensure the timely delivery of infrastructure to

support these major developments. Further detail of the development trajectory is provided in Policy DEV1.

- 3.3.31 The Infrastructure Delivery Plan (IDP) provides a greater level of detail for infrastructure schemes in the early years of the Plan period. The IDP will be subject to continual review and will inform subsequent reviews of the Local Plan. This will enable refinement of the spatial strategy and infrastructure requirements over time.
- 3.3.32 The Council expects new development to provide a significant proportion of funding for infrastructure. This will initially be through S106 planning obligations. The Council will consider introducing a Community Infrastructure Levy immediately following adoption of the Local Plan. Further detail on the delivery of infrastructure is provided in Policy INF5.

3.4 Exceptional Circumstances for Green Belt Release

- 3.4.1 The Council is able to fully evidence and justify the exceptional circumstances required for Green Belt release, in accordance with the NPPF.

Optimising development potential of the existing urban area

- 3.4.2 In accordance with paragraph 137 of the NPPF the Council has examined fully all other reasonable options for meeting Warrington's identified need for development before concluding that exceptional circumstances exist to justify Green Belt release.
- 3.4.3 The Local Plan will ensure that as much use as possible is made of suitable brownfield sites and underutilised land. The masterplanning work that Warrington & Co are leading on will unlock significant additional urban capacity over and above that identified in the Council's Brownfield Register and Strategic Housing Land Availability Assessment (SHLAA).
- 3.4.4 The Council recognises that some of these opportunities will fall outside of the Plan period. Together with the future availability of Fiddlers Ferry Power station and other potential sites within the wider existing urban area, this negates the requirement to take any additional land out of the Green Belt as Safeguarded Land or development beyond the Plan Period.
- 3.4.5 Following the Preferred Development Option consultation the Council has reviewed its density assumptions for the Town Centre and inner Warrington and is reviewing its residential parking standards, recognising the potential for high density development in these locations. The Council is proposing minimum density requirements for the Town Centre, together with minimum requirements for all site allocations to minimise the amount of Green Belt release required.
- 3.4.6 The Council has reconfirmed that no neighbouring authorities are able to meet any of Warrington's housing development needs. St Helens are making a contribution to meeting Warrington's employment land needs through the proposed western

extension of the existing Omega development. This is demonstrated in the Council's Statement of Common Ground. It is also apparent that all of Warrington's neighbouring authorities are having to release Green Belt themselves to meet their own development needs.

Warrington's Exceptional Circumstances

- 3.4.7 The starting point for Warrington's exceptional circumstances is the requirement to ensure that sufficient land is provided to meet Warrington's development needs. The Plan's proposed housing requirement will ensure that issues of affordability are addressed and that sufficient homes are provided to support the planned level of economic growth, but this can only be achieved with the release of Green Belt. Similarly if Warrington is to provide sufficient employment land to meet its future needs then this can only be achieved with the release of Green Belt.
- 3.4.8 The exceptional circumstances are further justified through the spatial strategy of the Plan. The Plan will enable the creation of new sustainable communities but in a manner which will support the delivery of strategic infrastructure required to address existing issues of congestion and unlock major development sites with significant brownfield capacity.
- 3.4.9 This will ensure that the release of Green Belt land will work in parallel with brownfield development and infrastructure delivery to provide a comprehensive Plan for Warrington as a whole.
- 3.4.10 Exceptional circumstances can also be demonstrated for each area of Green Belt release:
- The Garden Suburb will ensure that a major proportion of Warrington's need for housing and employment land can be met sustainably through comprehensive planning and infrastructure delivery. The scale of the Garden Suburb will also provide capacity for growth well beyond the Plan period, ensuring the permanence of the revised Green Belt boundaries.
 - The South West Extension will provide a new sustainable community supported by local infrastructure and services and will be facilitated by the Western Link.
 - The exceptional circumstances for the removal of Port Warrington from the Green Belt relate to the specific demand for Port facilities servicing the Manchester Ship Canal, the location of the existing Port and the potential to connect the Ship Canal to the strategic road and rail network.
 - The exceptional circumstances for the removal of the Waterfront Business Hub from the Green Belt relate to the overall need for employment land, the opportunity to provide complementary employment space for Port related development and the proximity of the site to the Town Centre and Bank Quay station.
 - Green Belt release in the outlying Settlements will increase housing choice and support the vitality and viability of local services.

Implications of not meeting Warrington's full development needs

- 3.4.11 The Council has assessed options of planning for lower levels of development. These include options for meeting Warrington's basic demographic need for homes and purely local need for employment land. These options would reduce the amount of Green Belt land required to be released.
- 3.4.12 In the short term the Council considers that Warrington's economic strength and attractiveness will result in ongoing development pressure. This may initially be accommodated in the existing urban area through higher density development but these options still require Green Belt release. A lower level of development may reduce the ability of the Council to plan comprehensively for growth and as a result infrastructure delivery could be piecemeal and reactive.
- 3.4.13 It is likely that there will be an absolute and proportionate increase in the number of people commuting into the Borough to work. The consequences from this are likely to include increasing congestion on Warrington's transport network and a risk of worsening air quality on some of the busier transport corridors where people live.
- 3.4.14 A lack of housing supply over the longer term is likely to increase house prices, making housing less affordable for Warrington's residents, in particular young people looking to get on the housing ladder. It will also reduce the supply of affordable housing to meet Warrington's needs.
- 3.4.15 If the Council does not release additional land for employment, then the Council is concerned that in the medium and longer term Warrington's status as a key driver of the North West economy will be threatened. As development land is used up, potential development and investment could be lost to other regions of the UK and potentially overseas. The Council's Economic Development Needs Assessment is clear that there is already suppressed demand for employment land.
- 3.4.16 From Duty to cooperate discussions it is also apparent that if Warrington does not meet its development needs then this will place pressure on the other Boroughs within the Mid-Mersey Housing market area and in other adjoining Council areas.

STRATEGIC

PLANNING POLICIES

4 Policies Relating to Objective W1

Objective W1: To enable the sustainable growth of Warrington through the ongoing regeneration of Inner Warrington, the delivery of strategic and local infrastructure, the strengthening of existing neighbourhoods and the creation of new sustainable neighbourhoods whilst:

- delivering a minimum of 18,900 new homes (equating to 945 per year) between 2017 and 2037, and
- supporting Warrington's ongoing economic success by providing 362 Hectares of employment land between 2017 and 2037.

4.1 Planning for Warrington's New Homes

- 4.1.1 The Local Plan must ensure that sufficient homes are delivered to support the Council's growth ambitions and that the type of homes delivered meet the needs of all of Warrington's existing and future communities.
- 4.1.2 Increasing housing delivery will support the Council's aim of promoting social inclusion. It will ensure people have genuine choice over the location in which they live and enable households to remain within their local communities over time.
- 4.1.3 Policy DEV1 confirms the Plan's overall housing target and sets out where new homes will be delivered and over what time period.
- 4.1.4 Policy DEV2 provides the basis to ensure that the full range of Warrington's housing needs are met. This means ensuring homes are provided for those who require affordable housing, for families with children, older people, students, those with disabilities, service families, people who rent their homes and those wishing to commission or build their own homes.
- 4.1.5 More detailed consideration is given to the needs of Warrington's Gypsy and Traveller community in Policy DEV3.

Policy DEV1 – Housing Delivery

Housing Requirement

1. Over the 20 year Plan period from 2017 to 2037, a minimum of 18,900 new homes will be delivered to meet Warrington's housing needs and support its economic growth aspirations. This equates to an average of 945 homes per annum.

Housing Distribution

2. The majority of new homes will be delivered within the existing main urban area of Warrington, the existing inset settlements and other sites identified in the Council's Strategic Housing Land Availability Assessment (SHLAA), which together have identified deliverable capacity for a minimum of 13,726 new homes.

3. The following sites will be removed from the Green Belt and allocated as sustainable urban extensions to the main urban area of Warrington:

- a. Garden Suburb – minimum capacity of 6,490 homes of which a minimum of 4,201 homes will be delivered in the Plan Period. This is in addition to the 930 homes within the allocation which already have consent and are included in the capacity of the existing urban area set out above.
- b. South West Extension – minimum capacity of 1,631 homes to be delivered in full in the Plan Period.

4. A minimum of 1,085 homes will be delivered on allocated sites to be removed from the Green Belt adjacent to following outlying settlements:

- a. Burtonwood – minimum of 160 homes
- b. Croft – minimum of 75 homes
- c. Culcheth – minimum of 200 homes
- d. Hollins Green – minimum of 90 homes
- e. Lymm – minimum of 430 homes
- f. Winwick – minimum of 130 homes

Housing Trajectory

5. As part of the housing trajectory (Appendix 1) the housing requirement is to be stepped in the following way:

- a. 2017 to 2021 (first 5 years) – 847 homes per annum.
- b. 2022 to 2037 (following 15 years) – 978 homes per annum.

6. Should monitoring indicate that a 5- year deliverable and / or subsequent developable supply of housing land over the Plan Period can no longer be sustained, the Council will give consideration to a review or partial review of the Local Plan.

Why we have taken this approach

Setting the Housing Target

- 4.1.6 The target of 945 homes per annum over the Plan period has been established through the Council's Local Housing Needs Assessment (2019). The target has been set to ensure that there are sufficient homes to meet the Council's economic growth aspirations and to address affordability problems experienced by Warrington's younger residents who are struggling to get on the housing ladder.
- 4.1.7 The target is around 4% higher than the minimum requirement set by the Government's Standard Housing Methodology (using the 2014 based household projections). Government guidance is clear that if the Council can demonstrate that an alternative approach identifies a higher housing need, the approach should be considered sound as it will have exceeded the minimum starting point (PPG Housing Need Assessment para 15).

4.1.8 The guidance identifies a number of scenarios where a higher housing requirement may be required, including where growth strategies are in place (PPG Housing Need Assessment para 10). The Council's housing target is based on the growth strategy set out in the Cheshire & Warrington Local Enterprise Partnership's Strategic Economic Plan and reflects the Council's own growth aspirations set out in the Warrington Means Business Regeneration Programme.

4.1.9 Establishing land requirements

The land requirement to meet the Local Plan housing target over the Plan Period is summarised in Table 1.

Table 1 – Land Requirements over the Plan Period

Annual target	945
2017 to 2037	18,900
Flexibility @ 10%	1,890
Total Requirement	20,790
Urban Capacity	13,726
Green Belt Requirement	7,064

- 4.1.10 It is necessary to include provision for flexibility on top of the overall land supply to allow for market choice and in the event that specific sites do not come forward. The Council has used a benchmark of 10% which it considers provides sufficient flexibility in the context of the Plan's proposed housing land supply.
- 4.1.11 In identifying land to meet the housing requirement, the Council has sought to maximise the capacity of the existing urban area to accommodate new development. This is to ensure that all reasonable options have been identified for meeting our development requirements before consideration is given to release of Green Belt.
- 4.1.12 The Council has undertaken a major review of its Strategic Housing Land Availability Assessment (SHLAA) in 2018, identifying committed and planned housing land supply over the next 15 years. The SHLAA (2018) takes into account planning permissions and completions up to 31st March 2018.
- 4.1.13 The Council has also identified the significant additional capacity that can be delivered through the regeneration plans for the Town Centre, Warrington Waterfront and the wider Inner Warrington area. This has involved a detailed masterplanning exercise undertaken in partnership with Warrington & Co, the Council's economic development partnership.
- 4.1.14 The Council has reviewed the density assumptions it has used in both its SHLAA and its masterplanning work and has increased the densities applied to sites in and around the Town Centre. This reflects recent planning permissions in the Town Centre for higher density development and the Council's commitment to optimise the use of previously developed land.

- 4.1.15 Through this process the Council has identified a total capacity for 13,726 new homes on sites within the existing main urban area of Warrington, the existing inset settlements and other sites identified in the SHLAA. The Council's Urban Capacity Statement (2018) sets out in detail how this figure was derived.
- 4.1.16 Despite maximising the capacity of the existing urban area, if Warrington is to meet its housing requirement, it can only do so through the release of Green Belt land to provide for approximately 7,000 new homes.

Housing Distribution and Trajectory

- 4.1.17 The distribution of housing is based on the Plan's Spatial Strategy as set out in the previous chapter.
- 4.1.18 The NPPF (paragraph 73) requires local planning authorities to illustrate the expected rate of housing delivery over the plan period through a 'housing trajectory'. The Local Plan Housing Trajectory is set out in Appendix 1.
- 4.1.19 In preparing the Local Plan's housing trajectory the Council has given detailed consideration to the rate that new homes can be built on different types of sites within the overall land supply and the lead in times required for supporting infrastructure.
- 4.1.20 The trajectory confirms that the Plan provides for a sufficient land supply to deliver the overall housing requirement for the Borough. However, the need to release Green Belt land and the lead in times for the major infrastructure required to support the Waterfront, Garden Suburb and South West Extension means that there will be a relatively lower level of housing delivery for the first 5 years of the Plan Period at annual average of 847 homes per annum. The annual average housing requirement over the remaining 15 years of the Plan is then increased to 978 homes per annum to ensure the minimum of 945 homes per annum is delivered over the Plan period.
- 4.1.21 This is known as a Stepped Housing Trajectory and the Government's planning guidance recognises that such an approach is appropriate where strategic sites such as those being proposed by the Council will have a phased delivery or are likely to be delivered later in the plan period (PPG Housing and Economic Land Availability Assessment para 34).
- 4.1.22 The Council's 5 year land supply and performance against the Government's Housing Delivery Test will therefore be assessed against the Stepped Housing Trajectory and not the annual average housing target of 945 homes per annum.
- 4.1.23 The Council's Annual Monitoring Report (AMR) will annually update the housing trajectory helping to ensure a five year supply is maintained throughout the Plan period and signalling any need for intervention and/or Plan review.

Supply beyond the Plan Period

- 4.1.24 The rate of increase in households decreases significantly over the last 10 year period of the Plan. Over the period 2027 to 2037 household growth will reduce to an annual average of 617 homes per annum (2014 based household projections).
- 4.1.25 In providing a positive plan for growth, the Council considers that by the end of the Plan period, house price affordability will no longer be a significant issue in Warrington and therefore any uplift beyond the household projections will be minimal.
- 4.1.26 Given the rate of job growth is also forecast to decrease over time, the Council considers that in providing for the needs of household growth there will be sufficient new homes to provide a balance with future jobs growth.
- 4.1.27 The Local Plan is already providing for an additional 2 years of land in applying a 10% flexibility factor in its land requirement calculation. The proposed Garden Suburb allocation in the Proposed Submission Version Local Plan will provide for around 2,300 homes beyond the Plan period.
- 4.1.28 The Council considers there will also be significant remaining capacity within the existing urban area. The Council's masterplanning work has identified an illustrative capacity of around 1,800 homes beyond the plan period, whilst it is reasonable to consider continuation of the SHLAA's small site allowance as an indication of capacity from the wider urban area. Further potential may come from small scale Green Belt release within the outlying settlements through the preparation of Neighbourhood Plans. Given likely advances in technology and development trends over the next 20 years, the Council considers it is likely there will be additional major brownfield development sites within the existing urban that will come forward beyond the Plan Period but cannot be accounted for at present.
- 4.1.29 Table 2 compares the likely scale of development needs in the ten year period following the end of the Plan Period against land supply.

Table 2 – Development needs beyond the Plan Period

Indicative Housing Requirement 2037 to 2047	
Annual household growth 2027-37*	617
Projected forward 2037 to 2047	6,170
Number of homes required 2037 to 2047**	6,312
Indicative Housing Supply 2037 to 2047	
Additional supply within Plan from flexibility	1,890
Illustrative Town Centre capacity	1,816
Small sites allowance	608
Garden Suburb delivery post 2037	2,289
Total indicative supply	6,603

* 2014 based household projections

** Based on calculation used in LHNA

4.1.30 It can be seen that there is likely to be sufficient supply to meet housing needs for at least the ten years following the end of the Plan period. The Council is therefore confident that there is no need for any safeguarding of land to meet future residential need and that the amended Green Belt boundaries are capable of enduring well beyond the end of the Plan period.

Policy DEV2 – Meeting Housing Needs

Affordable Housing

1. In residential development of 10 dwellings or more, or greater than 1,000sqm, affordable housing will be required to be provided on the following basis:
 - a. 20% on sites within Inner Warrington, inclusive of the Town Centre.
 - b. 30% elsewhere in the Borough and on all greenfield sites irrespective of their location.
2. Of the affordable housing provision, affordable home ownership should be provided to the equivalent of 10% of the total number of homes within the development. The balance of affordable housing should be provided for either affordable rent or social rent. The exception to this is ‘build to rent’ schemes where all affordable housing should be rented.
3. A lower proportion and/or different tenure split will only be permitted where it can clearly be demonstrated to the satisfaction of the Council that development would otherwise not be financially viable.
4. Affordable housing should be provided on the application site. Only in exceptional circumstances where the nature of the site is deemed unsuitable for affordable housing will the Council accept a commuted sum in lieu of on-site provision.
5. Where an applicant can demonstrate that there are building(s) on the application site which are genuinely vacant, the Council will credit the existing floorspace of the vacant building(s) against the overall floorspace of the new development.
6. The Council will require that Affordable Housing is provided for households and individuals eligible for the specific tenure of affordable housing in accordance with the Council’s nomination policy and will seek to ensure that the affordable housing is secured in perpetuity.

Housing Type and Tenure

7. Residential development should provide a mix of different housing sizes and types and should be informed by the Borough wide housing mix monitoring target in the table below and any local target set by a Neighbourhood Plan, taking into account site specific considerations.
8. Where new development is providing flats as well as houses the Council will require a proportionate balance across private and affordable tenures.

Optional Standards

9. In residential development of 10 dwellings or more, the Council will seek that 20% of homes should be provided to Building Regulation Standard M4(2) 'Accessible and Adaptable dwellings'.

10. Where there is an identified need the Council will also seek a proportion of wheelchair user dwellings in order to meet the overall requirement for 5% of new homes to be wheelchair accessible in accordance with Building Regulation Standard M4(3) 'Wheelchair user dwellings'.

Housing for Older People

11. In residential development of 10 dwellings or more, 20% provision must be made to accommodate the needs of older people. The nature of this provision will be determined on a site by site basis depending on demand in a particular area and the appropriate type of provision for the site and/or scheme.

11. The Council will support applications for Supported and Extra Care housing in accessible locations where there is an identified need, subject to other relevant policies in the Plan.

Self and Custom Build

12. The Council will ensure sufficient supply of plots for self-build and custom-build housing to meet the identified need on the Council's register. Applications for self-build and custom housing development will be supported, subject to consideration against the other relevant policies in the Plan.

Other Needs

13. The Council has identified other needs across the Borough as set out in the Local Housing Needs Assessment- including students, service families and those wishing to rent - and will monitor progress to ensure necessary provision is made. If necessary provision is not being made then this will be dealt with through a future review of the Local Plan.

Why we have taken this approach

Affordable Housing

- 4.1.31 The NPPF (2019) requires Local Plans to meet their full, objectively assessed needs for affordable housing where this is consistent with other Plan policies. Affordable housing in this context is specifically defined in the NPPF (see glossary).
- 4.1.32 Warrington's Local Housing Needs Assessment (2019) assesses the overall need for affordable housing. It concludes that the overall need for affordable housing amounts to 377 homes per annum between 2017 and 2037.
- 4.1.33 The NPPF (2019) makes it clear that affordable housing should be provided on major residential schemes and not minor developments (under 10 homes). The policy requires that 30% affordable housing is provided in the majority of Borough, excluding brownfield sites in Inner Warrington and the Town Centre where required

provision is lower at 20%. This recognises the lower level of viability in inner Warrington in accordance with the Local Plan Viability Assessment (2019).

- 4.1.34 The LHNA identified that the majority of affordable housing need in Warrington is for affordable homes for rent. Securing affordable homes for rent is therefore the Council's priority. Taking into account the minimum provision of low cost home ownership in accordance with the NPPF, this means in Inner Warrington the Council will seek a 50/50 split between rented and low cost home ownership, with a 66/34 split in all other areas.
 - 4.1.35 The Council has considered the Borough's total affordable housing need in the context of its likely delivery through Policy DEV2. If the full need was to be met in this way then this would require a significant increase to the overall housing requirement to a level comparable to that which raised significant environmental concerns when assessed as part of the Preferred Development Option. Any significant increase would also require housing to be delivered at a consistently higher rate than Warrington has achieved historically. The Council is therefore not proposing a further uplift to its proposed housing target of 945.
 - 4.1.36 In coming to this conclusion the Council has taken into account that in proposing to Plan for a level of development above the minimum Government requirement, the Local Plan will deliver an increased amount of affordable housing. Similarly, by providing 10% flexibility in land supply, there is the potential for further delivery should the housing market be able to deliver at a higher rate.
 - 4.1.37 The Council will seek to secure affordable housing provision in perpetuity, however, 'staircasing' – the process which allows occupiers to own a greater proportion of their home - will be supported where the value from the sale is re-invested in affordable housing in Warrington.
 - 4.1.38 The Council's preference for low cost housing is shared ownership, or similar products such as rent to buy. If discount market housing is justified as an alternative, the Council will require the discount to be to a level that is affordable for those households in an area who are currently renting and are unable to afford to buy a home. This should be calculated using lower quartile private rents across the Borough, assuming rent accounts for 25% of household income.
- Off-site affordable Housing
- 4.1.39 The Council's priority will always be to secure on-site affordable housing to ensure mixed and balanced communities. Only in exceptional circumstances will the Council consider a commuted sum where the site is demonstrably not suitable for affordable housing.
 - 4.1.40 Where the Council has agreed a commuted sum in lieu of onsite affordable provision, the money will be spent on the provision of new affordable housing on suitable sites elsewhere in the Borough. The Council may also use commuted sums

in the form of bridging funds to subsidise the provision of rented units by a Registered Provider.

- 4.1.41 The level of commuted sum sought will reflect the developer subsidy which would have been required had provision been made on site. This will ensure that there is no difference in the level of contribution towards affordable housing between on and off-site provision.
- 4.1.42 It will be the responsibility of the developer to calculate the value of the commuted sum in agreement with the Council. The developer will first be required to establish what would have been the value of a policy compliant provision of on-site affordable housing within the planning application site, based on what a Housing Association would reasonably expect to pay.
- 4.1.43 The calculation of these values will need to be based on Warrington's Local Housing Allowance for the rented proportion of the affordable housing and take into account local market values for the low cost homes ownership proportion. The commuted sum can then be calculated as the difference between the open market value and the discounted value of the affordable housing units.

Vacant Building Credit

- 4.1.44 The NPPG gives discretion to Councils in how the Affordable Housing Credit is operated, subject to ensuring the operation is consistent with the Government's policy intention to incentivise brownfield development.
- 4.1.45 For the purposes of establishing whether the vacant building credit will apply, the Council will require the applicant to demonstrate that there are building(s) on the application site which are genuinely vacant. The Council will assess each site on a case by case basis but it will expect that a building has been vacant for a minimum of 12 months and will require the developer to demonstrate that extensive efforts have been made to market the building at a value that is considered reasonable for the building's particular use and location.
- 4.1.46 If the building is covered by an extant or recently expired planning permission for the same or substantially the same development then the credit will not apply.

Housing Mix

- 4.1.47 The LHNA has made an assessment of housing need by both tenure and type of housing. This is broken down by dwelling size and also market housing, low cost home ownership and affordable rent. In summary demand identified in the Borough is as follows:

Table 3 – Housing Demand

	1 bed	2 bed	3 bed	4+bed
Market	0-5%	20-25%	50-55%	20-25%
Low cost homeownership	15-20%	40-45%	30-35%	5-10%
Affordable housing (rented)	20-25%	40-45%	20-30%	5-10%

- 4.1.48 There is a notable demand in Warrington for 1 and 2 bed affordable rented properties, particularly for older people and a shortage of 2 bed houses for affordable rent for families. The provision of affordable home ownership is more explicitly focused on delivering smaller family housing for younger households which can provide a long term sustainable housing solution to meet their changing needs over time. In the market sector, a balance of property sizes is required that takes account of current demand and the changing demographic profile over the plan period. This includes a proportion of 2 bedroomed market properties for which there is a demand in Warrington as there is a low level of existing stock.
- 4.1.49 In seeking to maximise densities, there will be an increase in flatted development, particularly within the Town Centre and inner Warrington. This form of development is particularly suited to build for rent schemes.
- 4.1.50 The Council's experience of those seeking affordable homes is that there is a strong preference for houses. The Policy therefore seeks to ensure that where flats are included as part of a development, they are not disproportionately focused on affordable homes.
- 4.1.51 It should be noted that the breakdown of housing mix identified is a Borough wide monitoring target. The precise mix should be determined on a site by site basis. The Council is also aware that Neighbourhood Planning Groups are preparing their own local housing needs assessments to inform the local policies in Neighbourhood Plans.

Optional Standards

- 4.1.52 The NPPG provides the basis for the Council to set standards relating to the optional standard M4(2) (accessible and adaptable dwellings), and/or M4(3) (wheelchair user dwellings), of the Building Regulations. The Council has used its Local Housing Needs Assessment to set the percentage requirements for these standards and has tested these requirements through its Local Plan Viability Assessment (2019). In particular, it is considered that the M4(2) standard has a minimal increase in cost to developers yet provides for homes to be accessible and adaptable in future allowing residents to stay in their homes for life.

Housing for Older People and People with disabilities

- 4.1.53 Warrington's older population is growing quickly and at a faster rate than the wider North West region and England as a whole. Over the Plan period the population of Warrington aged 65 or older is projected to increase by almost 50%. The Council Families and Wellbeing Directorate is taking a proactive role to addressing this demand and the Local Plan will contribute to their wider delivery strategy.
- 4.1.54 The LHNA identifies the need for around 20% of new homes in Warrington to be provided to accommodate older persons and for an additional 1,579 bedspaces within extra care facilities (LHNA Table 48).

- 4.1.55 The LHNA also identifies an existing deficiency of housing that is suitable for people with disabilities and identifies a need for around 5% of housing need to be wheelchair accessible (LHNA Table 49).
- 4.1.56 It is therefore crucial that the provision of homes for the elderly and disabled people is made within major residential developments.
- 4.1.57 For elderly people this may range from sheltered accommodation, residential care homes, extra care or adaptable homes depending on the nature of the site and proposals, and demand in the local area. For residential care homes a minimum of 80-120 bedroom spaces would be needed to reach the necessary critical mass to run a 24/7 operation. For sheltered housing a smaller number of approximately 30 units (or fewer) is acceptable. Demand for smaller units has been highlighted by colleagues and partners in adult social care.
- 4.1.58 In terms of location, extra care facilities should be located to ensure ease of access for visitors and to enable residents to access local services where appropriate. There is a requirement for provision of extra care facilities in three of the Main Development Areas to contribute to the Council's wider planning to meet these needs.

Custom and Self Build

- 4.1.59 From April 2016, Councils have been required to keep a register of people who are interested in self or custom build housing and plan accordingly to meet this demand. In line with the Government's aspirations to enable more people to build their own homes, the Council will consider applications for self-build properties favourably, having regard for all other policies in the Local Plan. Provision of self-build plots is a specific requirement of the Local Plan site allocations, subject to demand on the Council's register.

Policy DEV3 – Gypsy & Traveller and Travelling Show People Provision

Meeting Identified Need

1. The Council and its partners will work together to provide an adequate supply of sites for Gypsies and Travellers and Travelling Showpeople to meet identified needs.
2. Provision will be made between 2017 and 2032 for a minimum of an additional:
 - a. 15 permanent pitches for Gypsies and Travellers (of which a minimum of 5 will be required by 2022);
 - b. 15 permanent plots for Travelling Showpeople (of which a minimum of 5 will be required by 2022); and
 - c. 5-10 transit pitches for Gypsies and Travellers.
3. To meet identified need the Council will require a site for a minimum of 8 permanent pitches to be included within the Garden Suburb allocation in accordance with Policy MD2.

4. Identification of sites to meet needs up to 2037 and any unmet need up to 2032 will be confirmed through a future review of the Local Plan.

Proposals for new sites

4. Where there is an identified need or a demand for the provision of transit and permanent pitches for Gypsy or Traveller use or plots for Travelling Showpeople, proposals will be favourably considered where they satisfy other relevant policies of the Plan and meet the following criteria:

- a. The proposed site is suitable for use as a Gypsy, Traveller or Travelling Showperson's site and can provide an acceptable living environment for future occupiers;
- b. The site is not subject to physical constraints or other environmental issues that cannot be mitigated to an acceptable level, or that would impact upon the health, safety or general wellbeing of residents on the site;
- c. The site is or can be well integrated within the local townscape in a manner in-keeping with the local character, using boundary treatments and screening materials which are sympathetic to the existing urban/rural form;
- d. Be compatible with surrounding land uses particularly with regards to residential amenity;
- e. The site has good access to the highway network and adequate provision is made for the parking, manoeuvring and storage of all vehicles associated with the use of the site;
- f. The site is served, or could readily be provided with, electricity, mains water, drainage, sewage and waste disposal facilities; and for permanent sites
- g. The proposed site is or can be made accessible to key local services such as primary schools, GPs, shops and other community facilities.

5. Planning permission for sites granted specifically for Gypsy & Traveller or Travelling Showpeople use, will be subject to conditions restricting occupancy to Gypsies & Travellers or Travelling Showpeople who practice a travelling lifestyle.

Protection of Gypsy & Traveller and Travelling Showpersons Facilities

6. The Council will not permit development likely to result in the loss of existing permanent consented Gypsy and Traveller or Travelling Showpersons sites unless it can be demonstrated:

- a. that the development would not lead to, or exacerbate an identified shortfall in provision; or
- b. that replacement provision of at least equal or enhanced value can be provided in a suitable location.

Why we have taken this approach

Identified Need

4.1.60 To respond to the needs of the whole community, there is a need to ensure adequate provision is made within the Borough to meet the accommodation needs of Gypsy & Travellers and Travelling Showpeople.

- 4.1.61 National planning policy (Planning Policy for Traveller Sites - DCLG, 2015) requires local planning authorities to make an assessment of the accommodation needs for Gypsy & Travellers and Travelling Showpeople and to meet that need through the identification of land for sites. More specifically, it requires local planning authorities to identify a supply of deliverable sites sufficient to provide 5 years' worth of sites against their locally set target and a supply of developable sites, or broad locations for growth, for years 6 to 10 and, where possible, for years 11-15 of their Local Plan.
- 4.1.62 The Council commissioned new joint Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) in association with Cheshire West & Chester Council, Cheshire East Council and Halton Borough Council which was completed in 2018. This assessment that takes account of the change to the definition of Travellers for planning purposes contained in the revised version of Planning Policy for Traveller Sites (PPTS) issued in August 2015 and provides a credible evidence base for the provision of new Gypsy and Traveller pitches and Travelling Showpeople plots for the 15-year period from 2017 up to 2032 as required by the PPTS, with a split to 2030 to meet Local Plan periods for Cheshire East and Cheshire West and Chester.
- 4.1.63 The GTAA (2018) provides an up to date position with regard to Warrington's need in terms of Gypsy & Traveller's and Traveling Showpeople. It identifies a need for 15 further permanent Gypsy and Traveller pitches between 2017 and 2032 in addition to those consented at the time of the report. This represents a minimum requirement of 5 pitches to be provided within the first 5 years of the plan period to 2022, based on an equal rate of provision over the 15 year period.
- 4.1.64 In terms of Travelling Showpeople the assessment identifies a need for 15 plots between 2017 and 2032. This represents a minimum requirement of 5 plots to be provided within the first 5 years of the plan period to 2022, based on an equal rate of provision over the 15 year period.
- 4.1.65 The GTAA also recommends that Warrington provides a transit site of between 5-10 pitches.

Table 4 - Summary of Gypsy & Traveller and Travelling Showpeople Accommodation Needs for the first 15 years of Plan Period

Requirement for Travellers Accommodation for period 2017 – 2032 (GTAA 2018)			
Type of Provision	Total Need (Travellers that meet definition + 10% unknown*)	Years 0-5 (2017-2022)	Years 6-15 (2022-2032)
Gypsy and Travellers (Pitches)	15 (14+1)	5	10
Travelling Showpeople (Plots)	15 (13+2)	5	10
Transit Provision (Pitches)	5-10 (10-20 caravans)	5-10	

- 4.1.66 Table 5 confirms the number and size of authorised sites as at 31st December 2018. Two of these sites, providing a total of 24 pitches, have been approved within the Plan period but were taken into account in preparing the GTAA Report.
- 4.1.67 One site has subsequently gained permission for 5 Travelling Showpeople plots which will therefore contribute towards meeting the need identified in the GTAA Report.

Table 5 - List of authorised sites (as at 31st December 2018)

Sites with Permanent Permission at time of GTAA (2018)		
Gypsy & Traveller sites	Number of Pitches/Plots	Date of consent
Land Adjacent to 57 Gorsey Lane	2	27/10/2003
Pennington Lane (to the west of Toll Bar Cottage)	4	31/07/2017
Smithfield Caravan Park	2	05/11/1999
Two Acre Caravan Park	20	21/09/2017
Woodend Farm	1	27/06/2016
Travelling Showpeople sites		
Liverpool Road, Gt Sankey	2	22/04/2009
Land north of Hall Lane, Stretton	2	27/02/2014
Sites that received Permanent Permission since publication of GTAA (2018)		
Travelling Showpeople sites		
Plot 16, Winwick Road Industrial Estate, Athlone Road	5	19/07/2018

- 4.1.68 In order to ensure that sufficient provision is made, a site with capacity of a minimum of 8 pitches will be provided for Gypsy & Travellers as part of the Garden Suburb, where there is a site being promoted. This approach will ensure that the requirement for the first 5 years of the Plan is delivered and that the Council has an identified deliverable 5 year supply.

- 4.1.69 The consented Travelling Showpeople site will ensure the requirement for the first 5 years of the Plan is delivered and that the Council has an identified deliverable 5 year supply.
- 4.1.70 The Council considers that remaining need for both Gypsy and Traveller and Travelling Show people will come forward from within the existing urban area and / or on previously developed land within the Green Belt. The Council will confirm sites for future provision up to 2037 in a future review of the Plan.
- 4.1.71 The Council will also seek to identify a site for transit provision. We will consider land in our ownership as part of this process and ask our other public sector partners to do the same.

Assessing Further Need and Sites Site Criteria

- 4.1.72 In assessing any future planning applications for ‘windfall’ caravan pitches for Gypsy and Traveller occupation to meet identified or newly arising need or demand, the suitability of the site and its impacts on the character of the local area need to be considered. Sites for permanent provision should be located close to local services and facilities.
- 4.1.73 It is important that site activity and usage does not have an adverse impact on existing residents due to issues such as noise, fumes, or vehicular movements. Sites and proposals should meet highway safety standards, especially in relation to the manoeuvring of large vehicles and trailers.
- 4.1.74 Careful consideration should be given to how a site can deliver adequate living standards to residents. This includes provisions for power, water, drainage, sewage and waste disposal facilities.
- 4.1.75 Proposals will be favourably considered where they satisfy the criteria set out in this Policy and other relevant policies of the Plan. For example those relating to the protection of the Green Belt, heritage assets, open space, the best and most versatile agricultural land, flood risk and nature conservation.

Gypsy and Traveller Occupancy Restriction

- 4.1.76 Planning applications for permanent Gypsy and Traveller and Travelling Showpeople sites will normally be subject to a condition restricting occupancy to those who practice a travelling lifestyle in order to satisfy the definition in Planning Policy for Traveller Sites (DCLG, 2015). This will safeguard pitches for those leading, or intending to resume a nomadic lifestyle as identified within the GTAA, rather than allocations being used to accommodate demand from non-traveller households.
- 4.1.77 This occupancy restriction will only apply to sites which have been granted planning permission specifically to meet Gypsy and Traveller needs. For other residential caravan sites that have been judged acceptable against other policies, occupancy restrictions of this type would not be appropriate.

Protection Existing Facilities

4.1.78 It is important to ensure that the existing level of provision is protected in order to ensure that the level of supply is maintained.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Local Housing Needs Assessment (2019)
- Local Plan Viability Assessment (2019)
- Strategic Housing Land Availability Assessment (2018)
- Urban Capacity Statement (2019)
- G&T Accommodation Needs Assessment (2018)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- WBC Planning Obligations SPD
- WBC Design and Construction SPD

Council Wide Strategies

- WBC Housing Strategy 2018-2028

Delivery Partners

- Private Sector Developers
- Warrington & Co
- Registered Providers

4.2 Planning for Warrington's Economic Growth

- 4.2.1 Warrington's economy has seen continual growth since its designation as a New Town. This is set to continue over the Plan period. Warrington sits at the heart of the Northern Powerhouse, a key Government initiative aimed at re-balancing the national economy. The Council is working with the Local Enterprise Partnership to promote growth and has its own economic development programme in Warrington Means Business.
- 4.2.2 New businesses are attracted to Warrington due to its central location within the North West region, its excellent transport links and its highly skilled workforce. Many of Warrington's existing businesses are looking to strengthen and expand their operations.
- 4.2.3 Warrington is home to a wide range of businesses. These range from major national and multi-national companies who have located their logistics operations at Omega, the cluster of nuclear technology businesses at Birchwood, through to a diverse range of businesses located across Warrington's many industrial estates. The Town Centre is a focus for office development whilst there are many small scale businesses supporting Warrington's local communities.
- 4.2.4 Policy DEV4 seeks to ensure there is a sufficient supply of employment land to support Warrington's economic growth in the long term. The Policy allocates employment land to meet Warrington's needs over the Plan Period and beyond. It provides the basis to protect and enhance existing employment locations and support local businesses.

Policy DEV4 - Economic Growth and Development

Employment Land Requirement

1. Over the 20 year Plan period from 2017 to 2037 provision will be made for a minimum of 362 hectares of land for B1, B2 & B8 uses to support both local and wider strategic employment needs.

Employment Land Distribution

2. The Town Centre will provide the main location for new B1a Office development
3. The following Employment Areas will continue to be the primary locations for industrial, warehousing, distribution development and other B Class Uses:
 - a. Omega
 - b. Woolston Grange
 - c. Appleton & Stretton Trading Estate
 - d. Winwick Quay
 - e. Birchwood Park
 - f. Centre Park
 - g. Lingley Mere

h. Gemini Westbrook

4. The following sites will be removed from the Green Belt and allocated as new Employment Areas in order to provide sufficient land to meet Warrington's Employment Land Requirement:

- a. Garden Suburb – 116 hectares
- b. Port Warrington – 74.36 hectares
- c. Waterfront Business Hub – 25.47 hectares

5. Small scale B1 uses will be supported within District and Neighbourhood Centres and in the Lymm Neighbourhood Planning Area to meet identified local needs.

Proposals within Defined Employment Areas

6. All allocated Employment Areas as defined on the Policies Map will be protected for employment use in order to maintain an adequate supply of employment land.

7. The Council will support development, redevelopment and changes of use proposals within existing Employment Areas, provided that the proposed use falls within Use Classes B1, B2, or B8, or is a sui-generis employment use.

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

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

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

10. Where it has been demonstrated that an alternative use is acceptable, all opportunities must be explored to incorporate an element of employment floor space as part of the new development.

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

- a. Appleton & Stretton Trading Estates
- b. Omega
- c. Woolston Grange

- d. Garden Suburb Employment Area
- e. Port Warrington

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

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

Fiddlers Ferry Employment Area

13. At Fiddlers Ferry Power Station, within the area defined on the Policies Map, the Council will support development which enhances the existing employment opportunities at the facility, as well as employment development that facilitates and supports the site's transition as it ceases to operate as a coal fired power station and which:

- a. Continues investment in power generation and provides opportunities for the establishment of related development;
- b. delivers opportunities to provide land for B1, B2 & B8 employment uses;
- c. brings about traffic and environmental benefits through a transfer of material from road to rail or waterway;
- d. supports and enhances the operational efficiency of the site;
- e. contributes to sustainability through the use of renewable natural resources or the recycling of secondary or man-made resources;
- f. helps to secure the long term nature conservation value of the Mersey Valley and enhances its recreational value.

14. Development proposals should not compromise the existing ash processing activities, which are expected to continue beyond the coal power station's operational life.

15. Any future development proposals post coal power generation, will need to consider the cumulative transport impacts of the development and how the development will relate to the wider Widnes Waterfront Regeneration Area in Halton.

16. Development proposals outside of the defined site area on the Policies Map will be assessed against National Policy Statements for Energy, as well as national Green Belt policy.

17. Any proposed neighbouring developments should not constrain the development of the site for employment uses and energy generation.

Supporting the Local Economy

18. The Council will seek to assist the continued viability and growth of the local economy by ensuring development proposals do not lead to the loss of viable, accessible sites and buildings used for industrial/commercial purposes or other employment generating uses in local communities including the countryside and its settlements.

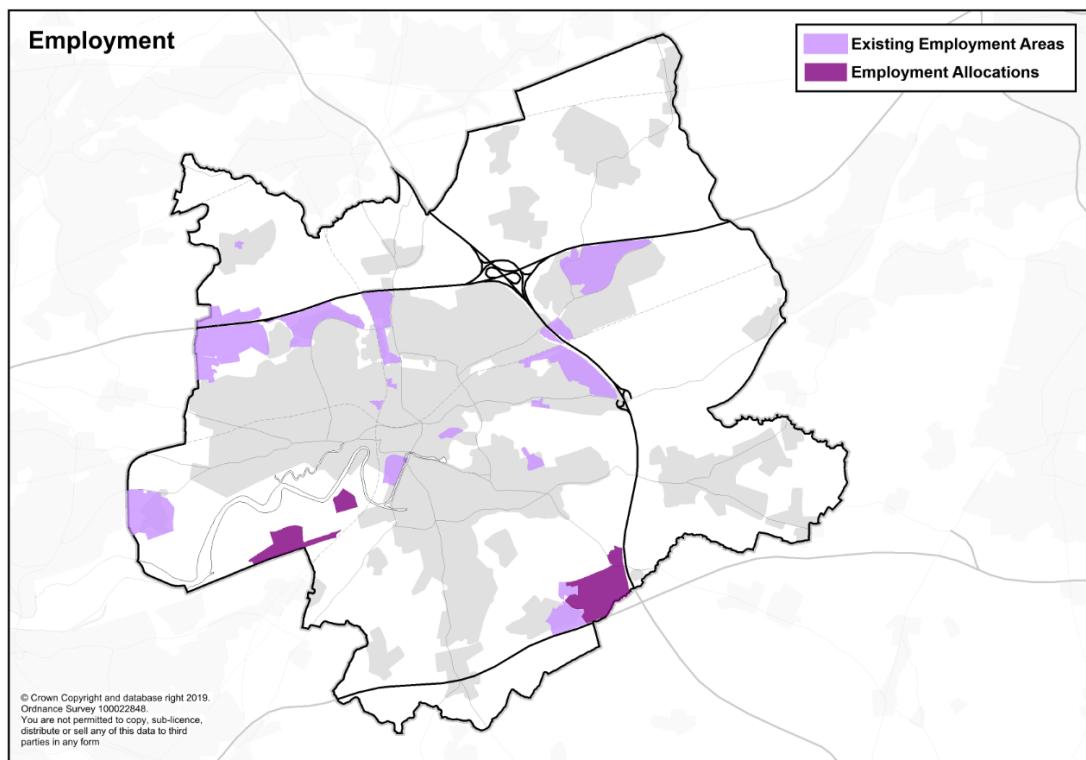
19. The sustainable growth, expansion and diversification of local and rural businesses will be supported, subject to meeting other relevant Local Plan and national policies.
20. When the genuine needs of local rural businesses cannot be accommodated within settlement boundaries, and development would be located within the Green Belt, proposals will need to demonstrate that 'Very Special Circumstances' exist to warrant the granting of planning permission.
21. The Council will require all major development proposals to maximise access to employment and training opportunities for local residents.

Why we have taken this approach

- 4.2.5 The National Planning Policy Framework (2019) states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 4.2.6 The National Planning Policy Framework (2019) also requires planning policies and decisions to recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 4.2.7 Warrington has significant ambitions for economic growth, as reflected in the Warrington Means Business regeneration programme, and in the Cheshire and Warrington Local Enterprise Partnership's (LEP) Strategic Economic Plan (SEP).
- 4.2.8 Warrington is home to the largest cluster of nuclear research and technology firms in the UK Based at Birchwood Park, a designated Enterprise Zone, employing over 5,000 people. Warrington also has major employment clusters in:
- Logistics
 - Precision Engineering
 - Energy
 - Telecoms and Software
 - Business Services
- 4.2.9 There is strong market interest for distribution and industrial development in the south of Warrington as well as in other locations linked to the main motorway junctions, as well as at Birchwood, Gemini and Woolston Grange.
- 4.2.10 Office market demand in Birchwood and Gemini is healthy and the Council is actively promoting office development in the Town Centre. Birchwood remains the focus for the largest requirements and there is an identified local need in Lymm.

- 4.2.11 Across the Borough there are existing employment locations at Omega, Woolston Grange, Appleton & Stretton Trading Estates, Port Warrington, Winwick Quay, Birchwood Park, Centre Park, Lingley Mere; Gemini Westbrook and Appleton & Stretton Trading Estate.

Figure 4 – Existing and Proposed Employment Sites



- 4.2.12 Planning Practice Guidance is clear that the assessment of future employment land needs should be determined by looking at both past trends and future forecasting methods, and highlights that these should include historic land take-up and future employment /population change. The methodology employed in the Council's Economic Development Needs Assessment (2019) assessed both historic land take-up and labour demand and associated sensitivity testing when assessing the most appropriate approach.
- 4.2.13 In determining the amount of employment land needed for the Plan period, the Economic Development Needs Assessment (2019) concluded that the preferred forecasting method for establishing need, is a projection forward of past take-up rates that considers both strategic and local needs, resulting in a need of 362 hectares of employment land up to 2037.
- 4.2.14 Confirmation of how the Council is proposing to meet this need is summarised in the Table 6.

Table 6 – Employment Land Needs

Total Requirement	361.71 ha
Existing supply	83.91 ha
Town Centre and Waterfront Masterplan additional	31.46 ha
St Helens Omega Extension	31.20 ha
Green Belt Requirement	215.14 ha

- 4.2.15 The Council can demonstrate a realistic supply of 83.91 hectares in the urban area. The Council's masterplanning work demonstrates the potential for a further 31.46 hectares of employment land, primary within and in proximity to the Town Centre.
- 4.2.16 Through the Council's Duty to Co-operate discussions with neighbouring authorities, it has been agreed that a 31 hectare extension to the west of the established Omega employment development, located in the Borough of St Helens, will count towards Warrington's employment development needs.
- 4.2.17 This leaves a requirement of around 215 hectares to be provided through Green Belt release.
- 4.2.18 The Council considered a number of sites which were promoted through the Local Plan 'Call for Sites'. The sites were assessed with regard to their ability to meet market demands and against a range of detailed site and sustainability criteria, including location, means of access, Green Belt performance and how they related to the emerging spatial strategy of the Plan and to planned infrastructure.
- 4.2.19 Following this process, the Council is proposing to allocate the following 3 additional Employment Areas (as identified in Figure 4):
- Port Warrington (74.36ha) – the principle of expansion of the Port was established in the previous Plan due to the location of the site, the increase in freight on the Manchester Ship Canal and the ability to connect the ship canal to the road and rail network. The Port will form part of the wider Warrington Waterfront allocation and will be accessed by road from the Western Link.
 - Waterfront Business Hub (25.47ha) – a modern business park located within the wider Waterfront Allocation, benefiting from proximity to Port Warrington, but also Bank Quay station and the Town Centre.
 - Garden Suburb Employment Area (116ha) – this is located at the junction of the M6 and M56 and will meet a large proportion of the Borough's identified B8 requirement. It will benefit from proximity to the Garden Suburb's district centre and planned improvements to road infrastructure.
- 4.2.20 These sites provide a total of 215.83 ha which is marginally above the required need.
- 4.2.21 Given the demand for employment land and the need to release Green Belt land, it is essential that existing Employment Areas within the existing urban area are

protected to maintain the quantity and enhance the quality of the employment capacity they provide.

- 4.2.22 Local and rural businesses also make a vital contribution to Warrington's economy and the vitality of its urban and countryside communities. The Local Plan will ensure that existing local businesses are protected and have the opportunity to expand wherever possible.
- 4.2.23 The Policy also seeks to ensure that local residents have the opportunity to benefit from Warrington's economic growth and development.
- 4.2.24 The Council is aware that while Fiddlers Ferry power station is likely to continue operating into the next decade, Government energy policy is putting pressure on cessation of coal power by 2025. The site may therefore come forward for development and represents a major future brownfield redevelopment opportunity for new employment uses.
- 4.2.25 The site is ideally suited to power generation, being connected to the National Grid with supporting infrastructure on-site, having rail and road transport links, benefiting from a supply of cooling water and having a skilled workforce. Were a new power plant to come forward at the site in the future, this is likely to have a much smaller footprint than the existing Power Station, potentially freeing up land for power-related and other employment development.
- 4.2.26 The site has the potential to be a major focus for employment and economic activity linking with other initiatives within the area, including the Widnes Waterfront regeneration area in Halton. In order to fulfil its potential, it will be crucial that surrounding developments and initiatives do not unduly constrain power generation development opportunities at the site.
- 4.2.27 The decommissioning and demolition of the existing Power Station will however take a number of years to complete. The existing ash processing activities at the site are also expected to continue beyond the coal power station's life span, until the existing deposits are fully depleted, given the current market demand for ash.
- 4.2.28 There is not currently therefore sufficient certainty for the site to be included within the Council's developable employment land supply, but given the scale of the site, this will need to be kept under review.
- 4.2.29 The likelihood of the site coming forward at some point in the future, together with the buffer included within the land supply calculation, does however mean that the Council is confident it will have sufficient employment land to meet Warrington's needs well beyond the end of the Plan Period.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Economic Development Needs Assessment (2019)
- Employment Land Availability Monitoring
- Local Housing Needs Assessment (2019)
- Cheshire & Warrington Local Enterprise Partnership-Strategic Economic Plan
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Council Wide Strategies

- Warrington Means Business
- Warrington City Centre Masterplan

Delivery Partners

- Warrington and Co
- St Helens Borough Council
- Cheshire & Warrington Local Enterprise Partnership
- Homes England
- Private Sector Stakeholders
- Public Sector Stakeholders

4.3 Meeting Warrington's retail and leisure needs

- 4.3.1 Warrington has a clearly defined hierarchy of centres providing a range of shops, services and facilities across the Borough.
- 4.3.2 Warrington Town Centre is the main hub for retail, transport and service uses serving the Borough as a whole and wider sub-region.
- 4.3.3 The Borough has a large number of other centres which perform an important role in providing a range of facilities and employment opportunities within walking and cycling distance of where people live and work. These are defined as District Centres, Neighbourhood Centres and Local Centres as identified on the Policies map.
- 4.3.4 The Council is also working closely with its partners to provide more efficient joined up services at a local level through the development of Neighbourhood Hubs.
- 4.3.5 Warrington's centres and the shops and services within them will continue to face considerable competition as people choose to do more of their shopping in large superstores or order goods and services online. Policy DEV5 therefore seeks to ensure that centres at all levels in the hierarchy provide and retain a range of shops, services and facilities and to provide a high quality of environment to enable them to compete more effectively.

Policy DEV5 – Retail and Leisure Needs

Hierarchy of Centres

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

Warrington Town Centre as defined on the Policies Map

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

Birchwood
Stockton Heath
Westbrook

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

Chapelford
Culcheth Village
Fearnhead Cross
Honiton Square, Penketh
Latchford Village
Lovely Lane
Lymm Village
Orford Lane

Poplars Avenue/Capesthorne Road

The Local Centres as Identified on the Policies Map:

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

2. In order to meet the needs of the Main Development Areas, the following additional centres are proposed:

Neighbourhood Centre:

Garden Suburb

Local Centres:

Garden Suburb x 3

Peel Hall

South West Extension

Waterfront

Neighbourhood Hubs

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

New Retail and Leisure Development

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

5. Where retail or leisure uses are proposed outside of a defined centre, the applicant will be required to demonstrate that no suitable sites are available within the centre or in edge of centre locations through applying a sequential approach.

6. Where there are no suitable, available or viable sites within a defined centre, the proposal must demonstrate that there are no significant adverse impact on that centre(s).

7. Proposal for retail, leisure and office uses over 500 square metres gross will need to provide justification in the form of an impact test proportionate to the scale of the proposal.

Sustaining local shops and services

8. The Council will seek to support the health and wellbeing of local communities by ensuring development proposals;

a. avoid the loss or change of use of viable convenience shops, cultural facilities, post offices and public houses where the loss would impact on the diversity of local services in communities;

b. avoid an overconcentration of hot food takeaways in accordance with the approach set out in the Council's Hot Food Takeaway SPD;

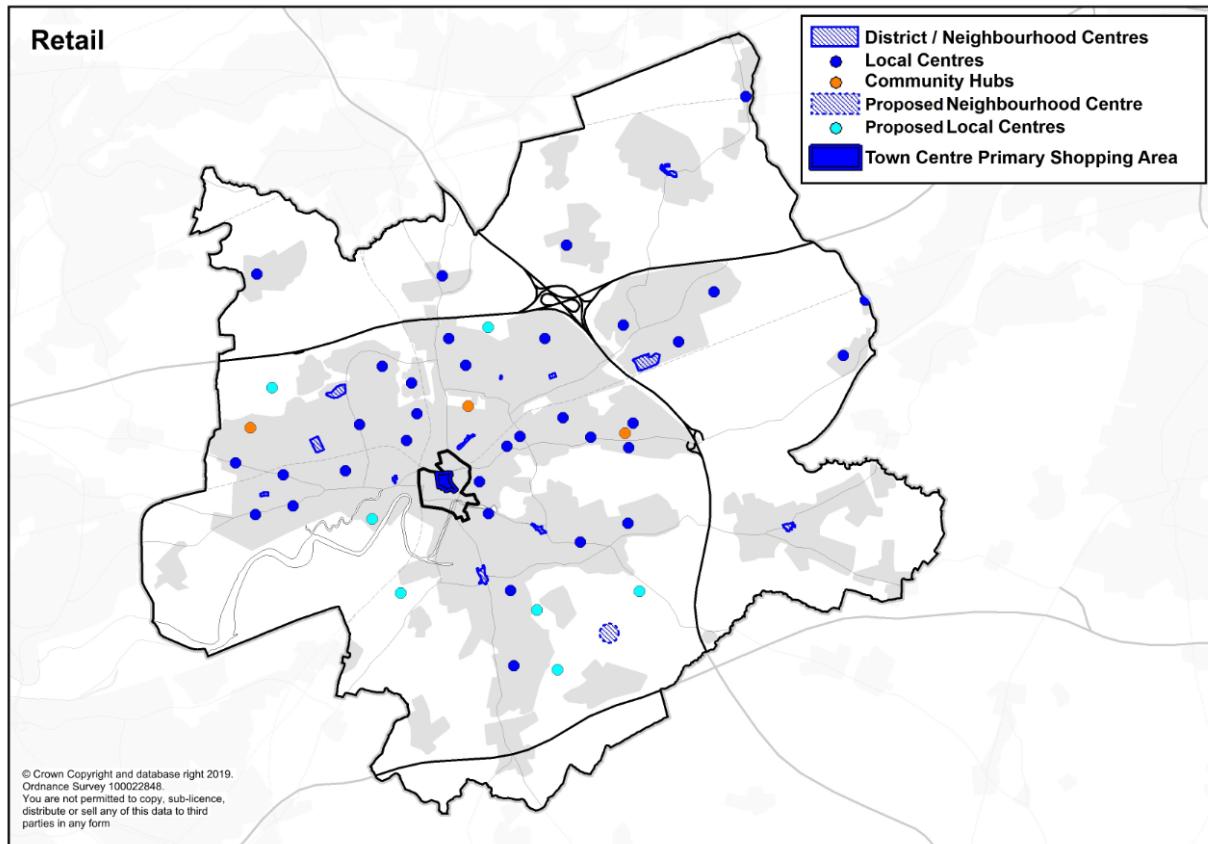
c. support the retention of viable local health and community facilities.

Why we taken this Approach

4.3.6 National Policy continues to promote the importance of vital and viable centres. Warrington Town Centre remains the principle retail and service destination in the Borough. The Town Centre is supported by District, Neighbourhood and Local Centres which are dispersed across the Borough and provide an important role in meeting day to day needs of local communities.

- 4.3.7 The policy approach set out above is to direct new retail and leisure development into the Borough's defined centres. Such development should be of an appropriate size and scale to support the centre.

Figure 5 – Existing and Proposed Retail and Leisure Facilities



- 4.3.8 If retail and leisure uses are proposed on the edge or outside of a defined centre, it must demonstrated through sequential and impact tests that the vitality and viability of the centre is not compromised as a result.
- 4.3.9 The updated Retail Needs Assessment (2019) for the Borough has assessed the future need and capacity for retail and leisure floorspace over the plan period to 2037. With regard to comparison floorspace, the Assessment concludes that existing stores in the Borough have the capacity to absorb needs over the plan period. There is a need for up to around 4,500 sq.m. of additional convenience floorspace, which justifies the designation of the new neighbourhood and local centres in the Main Development Areas (Waterfront, Garden Suburb, South West Extension and Peel Hall). Any further out-of-centre retail could have a significant detrimental impact on the Town Centre and the Borough's other defined centres.
- 4.3.10 The Assessment has also reviewed the health and performance of the Town Centre and the three district centres.
- 4.3.11 The current retail and leisure trends have consequences for the future of retail and leisure floorspace in Warrington Town Centre. The prevailing conditions in respect

of the comparison good market are evident in respect of the loss of Marks & Spencer from the Town Centre, and its vacancy rate, which is higher than the national average. The location of Warrington is such that residents can travel easily to Liverpool, Manchester and the Trafford Centre which influences the retailers that can be attracted to the Town Centre. As a consequence of this the Town Centre's future vitality and viability will not just be reliant on the comparison goods sector but also by the leisure developments which have been brought forward such as the cinema as part of the Time Square development.

- 4.3.12 Further detail on the Council's proposals to develop and strengthen the Town Centre as set out in Policy TC1.
- 4.3.13 The Assessment concludes that the Borough's three District Centres are performing relatively strongly and each has a clear role and function.
- 4.3.14 Birchwood performs a strong retail function in respect of both convenience and comparison goods. However, there is a lesser proportion of service uses. The purpose-built centre is well maintained and well used, and is considered to be vital and viable, evidenced by the low vacancy rates.
- 4.3.15 Stockton Heath is a traditional centre that is focussed around retail, but benefits from a range of complementary facilities and services, including a particularly strong variety of community facilities. It has a low vacancy rate and a high standard of environmental quality. It is therefore considered to be a vital and viable centre.
- 4.3.16 Westbrook is dominated by the Asda superstore and has a limited number of units. As such, the centre takes the form of a food superstore and additional retail units, rather than being a traditional 'high street'. Whilst the centre does accommodate a good range of general facilities, including a church, medical centre, primary school and library, the vacant units impact on the appearance of the centre, therefore investment is needed to broaden the range of retail services in order to fulfil its role as a District Centre.
- 4.3.17 National policy also encourages Local Planning Authorities to plan positively for the retention and integration of community facilities such as local shops, meeting places, public houses and places of worship and other local services to enhance the sustainability of communities and residential environments. Many, but not all, of these facilities are located in designated centres. They are particularly important in ensuring the vitality of the Borough's outlying settlements.
- 4.3.18 Policy DEV5 seeks to ensure that local shops, facilities and services are protected, principally by ensuring that consideration is afforded to avoiding the loss of those which are proven viable or those which if lost would adversely impact the availability of services to any given community. The Policy also seeks to take forward the successful approach to avoiding overconcentration of hot food takeaways, which is set out in detail in the Council's Hot Food Takeaway SPD.

4.3.19 The Policy recognises the commitment of the Council to integrating service provision through the development of Neighbourhood Hubs. Where new Neighbourhood Hubs cannot be accommodated in defined centres, they should be located in areas where development would support the co-location of facilities and services being as accessible and sustainable as possible. Neighbourhood Hubs such as Orford Jubilee Neighbourhood Hub and Great Sankey Neighbourhood Hub are not located within defined centres but nevertheless provide focus for community and shared services. Further detail on Neighbourhood Hubs is provided in Policy INF4 Community facilities.

Key Evidence

- National Planning Policy Framework (2019)
- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Warrington Retail and Leisure Study (2019)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Hot Food Takeaway (SPD) - April 2014
- Environmental Protection (SPD)
- Design and Construction SPD 2010
- Parking Standards (SPD) - March 2015
- Bank Park SPD
- Bridge Street SPD

Delivery Partners

- Warrington Town Centre Business Improvement District
- Private Sector
- Warrington Together
- Warrington & Co

5 Policies Relating to Objective W2

Objective W2: To ensure Warrington's revised Green Belt boundaries maintain the permanence of the Green Belt in the long term.

5.1 Warrington's Green Belt

- 5.1.1 Warrington's Green Belt fulfils an important role in ensuring the separation of Warrington from neighbouring towns and cities and preventing urban sprawl extending into the countryside.
- 5.1.2 The general extent of the Borough's Green Belt will be maintained but as set out in Chapter 3, it is not possible for Warrington to meet its development needs without releasing some Green Belt Land for development. The land proposed for release equates to around 11% of Warrington's total area of Green Belt.
- 5.1.3 Policy GB1 confirms the areas of land to be removed from the Green Belt and defines the revised Green Belt boundaries. It confirms the settlements which are 'inset' from the Green Belt, those settlements which are 'washed over' within the Green Belt and sets out how development proposals within the Green Belt will be assessed.

Policy GB1 - Green Belt

General Principles

1. The Council will maintain the general extent of the Borough's Green Belt, as defined on the Local Plan Policies Map, throughout the Plan Period and to at least 2047.
2. The Council will plan positively to enhance the beneficial use of the Green Belt as part of Warrington's Green Infrastructure Network.

Land removed from the Green Belt

3. The following land has been removed from the Green Belt and the amended Green Belt boundaries are shown in Figure 6:
 - a. Warrington Waterfront
 - b. Garden Suburb
 - c. South West Urban Extension
 - d. Land at Burtonwood
 - e. Land at Croft
 - f. Land at Culcheth
 - g. Land at Hollins Green
 - h. Land at Lymm
 - i. Land at Winwick

Inset Settlements

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

- a. Burtonwood
- b. Croft
- c. Culcheth
- d. Glazebury
- e. Hollins Green
- f. Lymm
- g. Oughtrington
- h. Winwick

5. Within these settlements new build development, conversions and redevelopment proposals will be allowed providing they comply with national planning policy, other relevant Local Plan policies and any relevant Supplementary Planning Documents.

6. The boundaries of the Inset Settlements are shown on the Policies Map.

Green Belt Settlements

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

- a. Broomedge
- b. Collins Green
- c. Cuerdley Cross
- d. Glazebrook
- e. Grappenhall Village
- f. Hatton
- g. Heatley/Heatley Heath
- h. Higher Walton
- i. Mee Brow/Fowley Common
- j. New Lane End
- k. Stretton
- l. Weaste Lane

8. Within these settlements development proposals will be subject to Green Belt policies set out in national planning policy. New build development may be appropriate where it can be demonstrated that the proposal constitutes limited infill development of an appropriate scale, design and character, unless the infill break contributes to the character of the settlement.

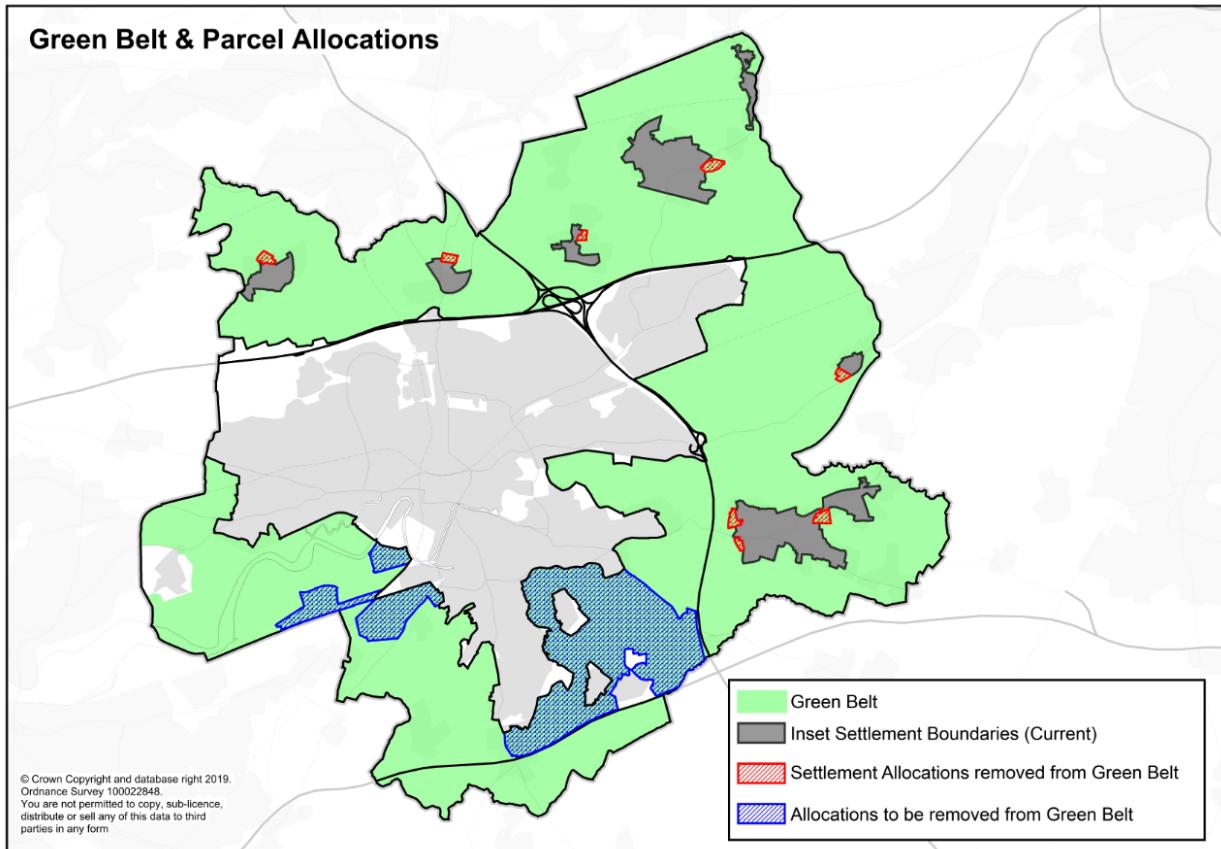
9. The boundaries of the Green Belt settlements are shown on the Policies Map.

Development Proposals in the Green Belt

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

11. Other forms of development defined in national planning policy to be an exception to inappropriate development within the Green Belt, will be supported, subject to meeting other relevant Local Plan policies and any relevant Supplementary Planning Documents.

Figure 6 – Amended Green Belt Boundaries



Why we have taken this approach

Removal of Land from the Green Belt

- 5.1.4 The National Planning Policy Framework (2019) states that 'once established, Green Belt boundaries should only be altered where 'Exceptional Circumstances' are fully evidenced and justified, through the preparation or updating of Plans'. However, once strategic policies have established the need for changes to Green Belt boundaries, further detailed amendments may be made through non-strategic local policies, including Neighbourhood Plans.
- 5.1.5 As set out in Chapter 3, there are significant identified needs for market and affordable housing, as well as land for new employment provision, that cannot be met in full within the existing urban areas of the Borough.
- 5.1.6 In line with national planning policy, additional work has been undertaken by the Council to understand the development capacity of underutilised land and brownfield sites, to ensure only the required amount of Green Belt land will be released for development. The Council is also proposing minimum density

requirements for the Town Centre, together with minimum requirements for all site allocations to minimise the amount of Green Belt release required.

- 5.1.7 Through the Council's Duty to Co-operate discussions and as evidenced in the Council's Statement of Common Ground, it is also clear that neighbouring Local Planning Authorities are in similar situations, and there is no capacity within adjoining authorities to absorb any of Warrington's identified development needs. The one exception is the employment allocation in St Helens which provides an extension to the existing Omega development in Warrington. Both Councils have agreed that this will contribute towards meeting Warrington's development needs.
- 5.1.8 It is therefore concluded that in line with paragraph 137 of the NPPF (2019) that the Council has demonstrated that it has considered all other reasonable options for meeting its identified need for development through:
- making as much use as possible of suitable brownfield sites and underutilised land;
 - optimising the densities used in developments to reflect the location of development; and
 - engaging constructively with neighbouring authorities to discuss options for neighbouring authorities to accommodate some of Warrington's identified future development needs.
- 5.1.9 As set out in Chapter 3, the starting point for Warrington's 'Exceptional Circumstances' is the requirement to ensure that sufficient land is provided to meet the Council's development needs and economic aspirations.
- 5.1.10 The 'Exceptional Circumstances' are further justified through the spatial strategy of the Plan. The Plan will enable the creation of new sustainable communities but in a manner which will support the delivery of strategic infrastructure required to address existing issues of congestion and unlock major development sites with significant brownfield capacity. This will ensure that the release of Green Belt land will work in parallel with brownfield development and infrastructure delivery to provide a comprehensive Plan for Warrington as a whole.
- 5.1.11 'Exceptional Circumstances' can also be demonstrated for each area of Green Belt release as set out in Chapter 3 and in each of the site allocation policies.
- 5.1.12 In order to assist amending detailed Green Belt boundaries a comprehensive Green Belt Assessment has been undertaken. The assessment considered the contribution that larger General Areas, individual parcels of Green Belt land adjacent to the main urban area and inset settlement boundaries and development sites promoted through the 'call for sites' process make to the 5 purposes of the Green Belt.
- 5.1.13 The Green Belt Assessment has been one of the key factors that has informed the Plan's spatial strategy and individual site allocations.

Ensuring Green Belt Boundaries Endure Beyond the Plan Period

- 5.1.14 The National Planning Policy Framework (2019) requires that, when defining Green Belt boundaries, Plans should be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the Plan period to ensure they will endure over the long term.
- 5.1.15 The Plan makes provision for significant development potential beyond the Plan Period. The Council has included flexibility of supply in its allocations for Housing and Employment Land. The land that has been removed from the Green Belt to facilitate the Garden Suburb will also provide a supply of new homes that will extend a number of years beyond the Plan period.
- 5.1.16 The Council considers that there will still be a realistic supply of brownfield land beyond the Plan Period. This includes sites in the Town Centre and Fiddlers Ferry Power Station. Further supply may arise from Neighbourhood Plans making minor amendments to Green Belt boundaries.
- 5.1.17 When this potential land supply is compared against future development needs, the Council is able to demonstrate that the revised Green Belt boundaries will endure well beyond the end of the Plan Period without having to identify any 'safeguarded' areas of land. Further detail on the approach to land supply following the end of the Plan Period is set out under Policies DEV1 and DEV4.

Defining 'Inset' and 'Washed Over' Settlements

- 5.1.18 Within the Borough there are a number of settlements varying in size and in the nature of services on offer. The larger settlements and those which provide a greater number of services are 'inset' from the Green Belt recognising the potential for their sustainable growth. Smaller settlements are 'washed over' by the Green Belt with greater restrictions on development.
- 5.1.19 With the exception of the removal of Appleton Thorn and Grappenhall Heys as inset settlements, due to the development of the Garden Suburb, it is considered that since the adoption of the Local Plan Core Strategy (2014) that there have not been any material changes in circumstances that would warrant amendments to the allocation and definition of Inset and Green Belt Settlements.
- 5.1.20 The only amendments to boundaries of the settlements are those required to facilitate the allocated development sites in the Inset Settlements, including consequential changes necessary to ensure a robust Green Belt boundary.

Development Proposals in the Green Belt

- 5.1.21 National Policy defines limited forms of development which are appropriate in the Green Belt and confirms that very special circumstances are required for 'inappropriate development'. The Council will apply this national policy in assessing proposals in Warrington's Green Belt.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Local Housing Needs Assessment (2019)
- Strategic Housing Land Availability Assessment (2018)
- Brownfield Register (2017)
- Economic Development Needs Assessment (2019)
- Warrington Green Belt Assessment (2016)
- AECOM Masterplans- An Assessment of Urban Capacity
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- WBC Design & Construction SPD

Council Wide Strategies

- Warrington Means Business

Delivery Partners

- Natural England
- Private Sector Stakeholders
- Public Sector Stakeholders
- Warrington and Co

6 Policies Relating to Objective W3

Objective W3: To strengthen and expand the role of Warrington Town Centre as a regional employment, retail, leisure, cultural and transport hub, whilst transforming the quality of the public realm and making the Town Centre a place where people want to live.

6.1 Warrington's Town Centre and Surrounding Area

- 6.1.1 The regeneration and evolution of the Town Centre is a priority for the Council forming a key component of Warrington's economic growth and regeneration strategy - Warrington Means Business.
- 6.1.2 A number of large development initiatives are already being progressed by the public and private sectors within the Town Centre and the immediately surrounding areas that form part of the Council's Town Centre Masterplan.
- 6.1.3 The Council acknowledges that traditional retailing is struggling and therefore the role of the Town Centre needs to evolve into a place that is more than just about shopping.
- 6.1.4 Policy TC1 seeks to maximise the number of people living in Warrington Town Centre and focus its future as a vibrant hub of culture, leisure and entertainment, sustainable transportation, business and living. This approach will positively support retailing and the Town Centre's 'high streets', reinforce the Town Centre's riverside location and preserve and enhance its many outstanding heritage assets.

Policy TC1 – Town Centre and surrounding area

Widening the role of the Town Centre

1. The Council will support development in the Town Centre which strengthens its viability and vitality and promotes a greater diversity of uses, and in particular which:
 - a. provides new homes;
 - b. generates job growth, particularly high value jobs;
 - c. adds to the provision and attractiveness of the Town Centre's office market;
 - d. adds to the cultural and tourism provision on offer;
 - e. supports existing, committed and planned public and private investment;
 - f. increases the use of the Town Centre throughout the day and night;
 - g. supports the town in its role as a regional transport gateway/interchange and improves linkages to it from the rest of the Borough and beyond especially by active travel modes and public transport.

Enhanced Cultural Activities

2. The Council will positively encourage enhanced and additional cultural activities and venues in line with findings of the Warrington Cultural Commission, including:
 - a. Additional performance venues, particularly theatre venues;

- b. Additional outdoor events and fairs;
- c. Increased alfresco activity within the public realm of the main shopping streets;
- d. Increased market provision, both indoor and outdoor;
- e. Enhanced interpretation of Warrington's rich heritage.

Key Development Sites in the Town Centre and surrounding areas

3. The Council and its partners will support and promote comprehensive redevelopment and regeneration opportunities in accordance with the Town Centre Masterplan in the following areas:

- a. The Stadium Quarter for the creation of a high density residential community with good access to the Town Centre, supported by a mix of commercial, office, retail, education and leisure uses;
- b. The Eastern Gateway (including Cockhedge/St Mary's Quarter/St Elphin's Quarter/Thorneycroft) for the creation of a high density residential community in close proximity to the Town Centre supported by a mix of commercial and employment uses;
- c. The Cultural Quarter (including Cabinet Works/Garven Place/Bank Park) for a mix of cultural and small scale residential and office development on previously developed sites in the vicinity of Bank Park;
- d. Bank Quay for the creation of an enhanced transport hub focused around Bank Quay Station, supported by a wide variety of uses;
- e. The Southern Gateway (including Wharf Street) for the creation of a new residential community off Wilderspool Causeway and Loushers Lane, together with a new river front commercial area adjacent to Bridgefoot/St James Church.

4. The Council will continue to work with its partners to support the ongoing delivery of the Bridge Street Quarter/Time Square for mixed use development including leisure, retail, entertainment, offices and residential uses.

Optimising the Town Centre's development potential

5. Within the defined Town Centre boundary residential development should optimise the use of each site by building to a minimum density of 130dph.

6. Within the wider Town Centre Masterplan area, residential development should optimise the use of each site by building to a minimum density of 50dph.

7. There are opportunities for taller buildings at gateway sites to the Town Centre and along strategic corridors subject to:

- a. ensuring outstanding design quality;
- b. enhancement of the public realm; and
- c. a detailed understanding and mitigation of any impacts on heritage assets, environmental quality and residential amenity.

8. Any development proposals that would compromise the delivery of the Masterplan vision or sterilise the future development of these areas will not be permitted.

Improving the Town Centre's Environment

9. All development within the Town Centre and the Masterplanning areas should, where appropriate:

- a. ensure heritage values and assets are sustained and enhanced;
- b. enhance the public realm and the environmental quality of the wider area;
- c. create a vibrant and active street scene – through active ground floor street frontages and the provision of street cafes;
- d. pay particular attention to key transport routes into the Town Centre to ensure development contributes to a sense of arrival and ease of movement around the centre; and
- e. contribute to sustainable travel initiatives identified in the proposed Town Centre Area Travel Plan/Local Transport Plan.

10. The Council will expect development proposals to conform to any framework or guidance regarding the treatment of public realm in the Town Centre and Waterfront areas.

Retail Development within the Town Centre and Primary Shopping Area

11. New retail development will be promoted within the Primary Shopping Area within Warrington Town Centre as defined on the Policies Map.

12. Development in the Primary Shopping Area should provide an active ground floor frontage to maintain the character and enhance the vitality of the Town Centre's main shopping streets.

Why we have taken this approach

Widening the role of the Town Centre / Enhanced Cultural Activities

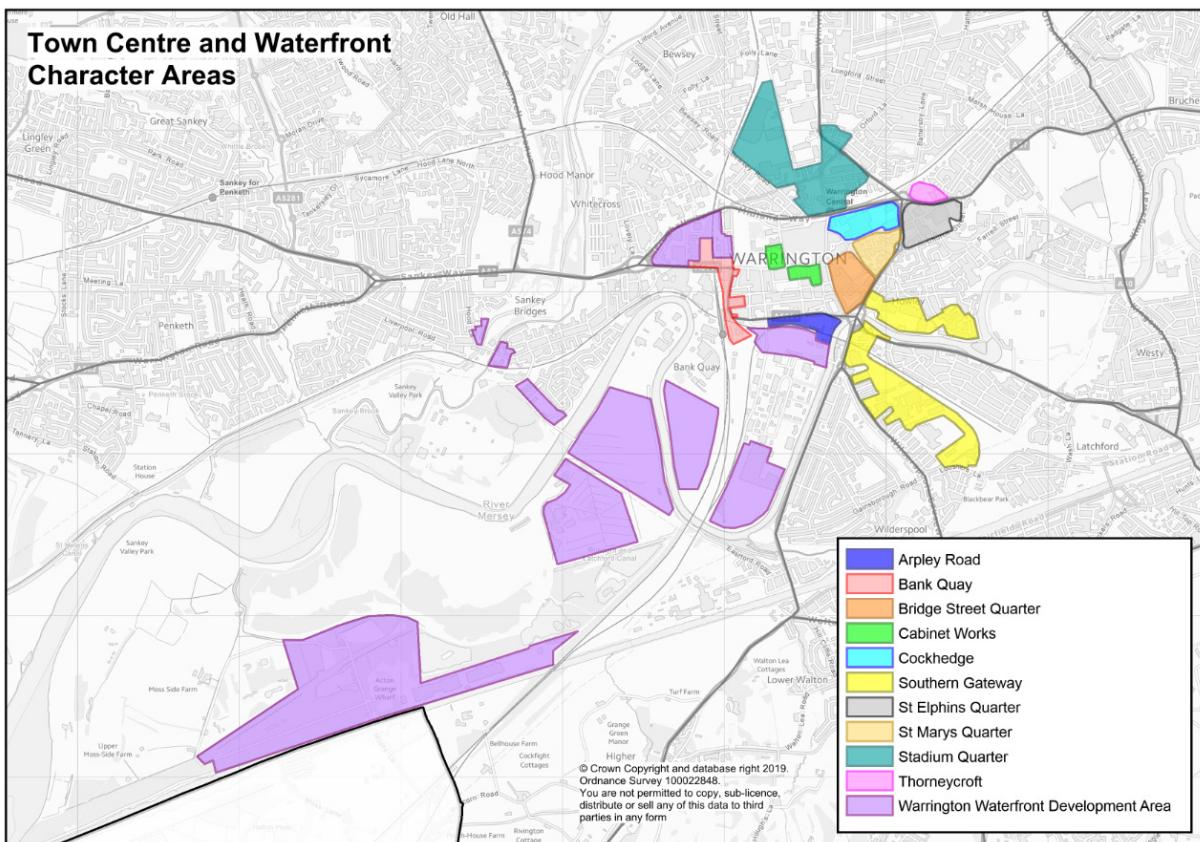
- 6.1.5 The Town Centre is fundamental to Warrington's identity and how the Borough functions. Whilst retail and Town Centre uses are directed to appropriate locations in other policies of the Local Plan, this policy looks at embedding the particular character, development and opportunity areas identified in the masterplanning work for the Town Centre that forms part of Warrington's economic growth and regeneration strategy (Warrington Means Business, 2017) in the Local Plan.
- 6.1.6 The NPPF (paragraph 85) requires planning policies to support the role of Town Centres by taking a positive approach to their growth, management and adaptation.
- 6.1.7 Paragraph 85(f) of the NPPF recognises that residential development often plays an important role in ensuring the vitality of Town Centres and encourages residential development on appropriate sites.
- 6.1.8 Warrington Town Centre will be the primary focus for 'main Town Centre uses' which include retail, leisure, office, cultural, entertainment and tourism related uses. The Town Centre is being promoted as an office location and in this regard will play an important part in helping to support economic growth.

- 6.1.9 It is proposed that the wider Town Centre will increasingly become a focus for high density urban living and the hub of the Town's cultural life. It is intended that the Town Centre will be a vibrant and colourful heart to Warrington and its wider sub-region. The Cheshire & Warrington LEP's recent work on housing suggests that Warrington is a real opportunity to provide the sort of urban homes that would be attractive to younger people to help drive the sub-region's economic future and offset its generally aging population.
- 6.1.10 The leisure based Time Square development currently on-site is an important step in the evolution of Warrington Town Centre. As is the promotion of the Stadium Quarter which is close to Warrington Central Station and the bus interchange thereby providing sustainable transport links.
- 6.1.11 The emerging Local Transport Plan (LTP4) seeks to support the regeneration of the Town Centre through a "Town Centre Area Travel Plan" that will deliver a range of sustainable travel initiatives.
- 6.1.12 Likewise, the current discussions about the nationally important rail improvements through HS2 and Northern Powerhouse Rail provide the opportunity for the transformation of Warrington Bank Quay rail station to become a hub of north south and east west express rail connections. This will further reinforce Warrington and its Town Centre as a nationally important place to live and do business.

Key Development Sites / Optimising Development Potential

- 6.1.13 The priorities set out within Policy TC1 are all within the Town Centre and the areas immediately surrounding it and represent underused or underutilised areas where either comprehensive redevelopment or selective regeneration would improve both the areas themselves, benefit the Town Centre as a whole and function well with other areas.
- 6.1.14 Section 11 of the NPPF requires planning policies to promote the effective use of land in meeting an authorities needs for homes and other uses. In particular, promoting and supporting the development of under-utilised land and buildings and suitable brownfield land is encouraged.
- 6.1.15 In addition, making the most efficient use of land where there is an existing or anticipated shortage of land for meeting identified housing needs by ensuring that developments make optimal use of the potential for each site through the use of minimum density standards is encouraged (paragraphs 122 and 123 of the NPPF).
- 6.1.16 In order to respond to these requirements, the Council has sought to maximise the capacity of the existing urban area to accommodate new development when identifying land to meet Warrington's housing and employment needs. The detailed masterplanning work that has been undertaken has identified significant additional capacity that can be delivered through the Council's regeneration plans for the Town Centre, including the potential for high density development and taller buildings.

Figure 7 – Town Centre Masterplan (and Waterfront) Character Areas



- 6.1.17 The NPPF requires plans to provide a positive vision for the future of each area and to be prepared in a way that is aspirational but deliverable (paragraphs 15 and 16). The Council's economic and regeneration strategy and associated masterplanning work seeks to deliver the Council's aspirations for the Town Centre and surrounding areas and contribute to making the most effective use of land. Therefore, any development proposals that would compromise the delivery of this vision and the ability to maximise its development potential will not be supported.

Improving the Town Centre's Environment

- 6.1.18 The River Mersey runs through the heart of the Town Centre, but like many places Warrington has in the past turned its back on its river. It is proposed that Warrington will rediscover that it is a waterfront town through the redevelopment of sites along its riverfront and the provision of improved waterfront open spaces and walkways and cycle routes. It will celebrate its river and will create new environments for living and doing business in the heart of the Town.
- 6.1.19 The Town Centre has an abundance of fine historic buildings and spaces. For example Bridge Street, Palmyra Square, Queens Gardens, Bank Park and the Town Hall, the Transporter Bridge, together with the fine spires of its churches and important historic assets that people enjoy and reflect the character of the Town. It is proposed that these assets be conserved and their settings positively enhanced as part of the regeneration of the Town Centre.

6.1.20 Whilst, steps have been taken to improve the public realm previously, this has been fragmented and it is important that all development opportunities to improve the Town Centre and the way it functions are not missed. Such opportunities should look wider than the immediate site boundary and consider heritage issues as well as the contribution any development can make to the quality of the wider area, public realm and any gateways or routes. The Council intends to produce and publish a framework for the treatment of the public realm in the Town Centre and Waterfront areas which will include a pallet of surfacing materials and a suite of street furniture to ensure reinforcement of place and consistency of materials.

Retail Development in the Town Centre

- 6.1.21 Warrington's designation as a New Town in the 1970s led to significant growth in the Town's population and expansion in local employment and the decentralisation of retailing to district centres in suburban locations. Following this, out of centre retailing on employment land at Gemini and along Winwick Road was permitted. Whilst this was consistent with the policy approach at that time, these developments now compete directly with the Town Centre and the continued development of such uses in peripheral locations along with the expansion of on-line retailing pose a significant threat to the vitality and viability of the Town Centre. Consequently, the previous plan (the Local Plan Core Strategy) sought to resist this trend and there is now an increasing need to refocus retail and other uses towards the Town Centre and build on the strength of the Golden Square Shopping Mall and the Bridge Street Quarter/Time Square. This is supported by the Council's updated Retail Needs Assessment (2019).
- 6.1.22 Within the Town Centre retail development will be focused in the expanded Primary Shopping Areas (PSA), which incorporates the Time Square regeneration scheme that is under construction.

Key Evidence

- National Planning Policy Framework (2019)
- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Retail Needs Assessment (2019)
- Town Centre Masterplan (2019)
- Urban Capacity Report/Statement (2019)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- WBC Design and Construction SPD (2010)
- Planning Obligations SPD (2017)

Council Wide Strategies

- Warrington Means Business (2017)
- Warrington City Centre Masterplan (2016)
- Draft LTP4 (2019)
- Public Art Strategy

Delivery Partners

- Private Sector
- Public Sector
- Warrington & Co
- Warrington Cultural Commission

7 Policies Relating to Objective W4

Objective W4: To provide new infrastructure and services to support Warrington's growth; address congestion; promote safer and more sustainable travel; and encourage active and healthy lifestyles.

7.1 Sustainable Travel and Transport

- 7.1.1 With the development of Warrington through the New Town era, came the over reliance on the private car as the favoured mode of transport for the Borough's residents. As the Town has developed over time, the supporting infrastructure has not kept pace with new development.
- 7.1.2 With the proposed level of housing and employment growth across the Borough, there is a critical need to address this dependency on the private car and increase the use of public transport, cycling and walking, as an alternative mode of transport as well as the need for significant investment in infrastructure.
- 7.1.3 Good transport links are crucial for a successful economy, a thriving town and villages, and for giving a good quality of life to local residents. The challenge for the Local Plan is therefore to address any identified shortfalls in infrastructure provision, improve connectivity and network efficiency to support economic growth, whilst reducing the need for travel by private car, improving safety, tackling air quality, encouraging active life styles; and supporting the transformational change in Warrington's transport networks and services, as set out in the Council's Local Transport Plan 4 (LTP 4).

Policy INF1 – Sustainable Travel and Transport

To deliver the Council objectives of improving the safety and efficiency of the transport network, tackling congestion and improving air quality, promoting sustainable transport options, reducing the need to travel by private car and encouraging healthy lifestyles, the Council will expect development to:

1. General Transport Principles:

- a. Be located in sustainable and accessible locations, or in locations that can be made sustainable and accessible;
- b. Ensure priority is given to walking, cycling and public transport within its design, and reducing the need to travel by private car;
- c. Provide infrastructure for the charging of plug-in and other ultra-low emission vehicles, in line with the Council's Parking Standards SPD (2015);
- d. Support proposals that reduce the level of trips made by single occupancy cars;
- e. Consider demand management measures including the effective allocation of road space in favour of public transport, pedestrians and cyclists;

- f. Mitigate its impact(s) or improve the performance of Warrington's Transport Network, including the Strategic Road Network, by delivering site specific infrastructure which will support the proposed level of development;
- g. Ensure traffic generated by development is appropriate to the type and nature of the routes available and that there is no adverse impact on the local community;
- h. Improve and develop appropriate road, rail and water freight transport routes and associated multimodal freight transport facilities in order to assist in the sustainable and efficient movement of goods, in accordance with other relevant Local Plan policies;
- i. Consider the impacts on the wider region's Strategic Road Network and work with adjoining Local Planning Authorities and wider stakeholders to assess the impacts of transport initiatives outside of the Borough, where impacts have been identified and need to be mitigated; and
- j. Consider how development can be futureproofed, through the provision of measures to support new and emerging technologies, such as Autonomous Vehicles.

2. Improve Walking and Cycling Facilities (Active Travel) including:

- a. Give a high priority to the needs and safety of pedestrians and cyclists in new developments, through the provision of high quality cycling and walking networks that seamlessly integrate with existing networks;
- b. Improve way finding (including route signage);
- c. Enhance and develop integrated networks of continuous, attractive and safe networks for walking and cycling including well designed and improved roads, Rights of Way and the Greenway Network (as shown on the adopted Policies Map). This should include appropriate segregation of users and high priority should be given to users at junctions. Where appropriate, the Council will consider the use of planning conditions or planning obligations to secure the required improvements;
- d. Increase accessibility for all members' of society through improvements and the provision of new infrastructure to make the most of potential environmental, social and health benefits;
- e. Give priority to routes linking residential areas (especially those in recognised areas of deprivation) with employment areas, transport interchanges and hubs, schools, Warrington Hospital and other local services and facilities; and
- f. Provide high quality secure and conveniently located bicycle parking facilities at new developments, at transport interchanges and hubs, the Town Centre and community facilities.

3. Improve Public Transport Including:

- a. Secure improvements to public transport infrastructure and services (to include bus, rail, taxi and private hire) in partnership, where appropriate with operators and delivery partners;
- b. Be located in areas with easy access to high quality and regular public transport services, to ensure public transport is a viable and attractive option by integrating the development with existing public transport infrastructure and services;
- c. Providing additional public transport infrastructure and services that are related in scale to the proposed development where existing facilities are not available or are in need of

- improvement or an appropriate subsidy to help mitigate the impacts of the proposed development;
- d. Consider options to enhance Bus Priority at junctions and the provision of dedicated Bus lanes;
 - e. Support proposals for new public transport networks and services, such as future Mass Transit systems;
 - f. Support proposals for rail infrastructure and services and the provision of rail facilities as appropriate; and
 - g. Engage in proposals for the delivery of High Speed Rail and Northern Powerhouse Rail.

4. Protect future re-use of disused rail corridors

- a. Development will not be permitted on former railway lines for any use that will inhibit the re-use of that area for future transport improvements. Development proposals in the vicinity of former railway lines should demonstrate that they will not prejudice the potential for the re-use of those areas for transport objectives, including the provision of public transport and sustainable transport schemes and / or corridors to support the sustainable growth of the Borough.

5. Improve Freight Transport Provision including:

- a. Provide new overnight parking facilities, in accordance with other relevant Local Plan policies, where there is an identified need for the provision of overnight lorry parking facilities, due to a lack of local provision, or where it has been established that unauthorised or inappropriate parking is causing a nuisance;
- b. Where new or expanded distribution centres are being proposed, they should include adequate lorry parking to meet the number of vehicle movements proposed, to ensure parking is available on site to cater for the anticipated use; and
- c. Ensure appropriate routes are utilised, provided or improved so that there is no adverse impact on residential roads or neighbouring occupiers.

6. Sustainable Transport of Minerals and Waste

- a. Developers will be encouraged to transport minerals and waste via the most sustainable transport mode (e.g rail and water) wherever practicable.
- b. Where this is not feasible (e.g. the development is located too far from rail, river or canal links to make using them economical) or would be so costly as to render the minerals or waste development unviable, proposals for development involving the transport of minerals or waste by road will be supported where the applicant can clearly demonstrate that:

The use of more sustainable transport modes is not practicable; and
The proposed access arrangements would be safe and appropriate to the proposed development and the highway network is able to accommodate the traffic generated without having an unacceptable detrimental impact on road safety or an unacceptable impact on the environment or local residents.

7. Transport Assessments and Travel Plans

All major development proposals that are likely to generate significant movements will be accompanied by a Transport Assessment and a Travel Plan in line with Council guidance which will address the following requirements:

- a. That the proposed development will not result in an unacceptable impact on safety;
- b. That trips generated by the development can adequately be served by Warrington's Transport Network, including the Strategic Road Network;
- c. Identify where there are any significant effects on Warrington's Transport Network and/or the environment and ensure that appropriate mitigation measures including the required infrastructure are identified and in place before the development is brought into use;
- d. Show how the Transport Assessment and associated Travel Plan have demonstrated how the proposed development will link into and enhance existing walking, cycling or public transport infrastructure;
- e. Propose how measures to facilitate and encourage the use of sustainable travel alternatives (such as walking, cycling or public transport use), have been incorporated into development; and
- f. Major developments will be required to monitor the effectiveness of the travel plan and the traffic generated by that development and share this data with the Local Authority, on an agreed annual basis.

Why we have taken this approach

7.1.4 The National Planning Policy Framework (2019) states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

7.1.5 Investment in a high quality public realm linking housing, employment and town and village centres encourages people to walk and cycle and positively manages vehicular access that enables more sustainable patterns of travel. Well-designed places with excellent public realm can quickly establish the key function of a place, therefore promoting and encouraging more sustainable lifestyles.

- 7.1.6 To effectively influence an individual's choice about their mode of travel, a range of options must be available that provide accessible, attractive, safe and reliable alternative options in respect of cost, time and convenience. Public transport has a vital role to play in planning for sustainability and future needs by facilitating sustainable developments, as well as by encouraging a modal shift towards low carbon transport. An increase in the number of shorter journeys made on foot will contribute towards sustainability by reducing carbon emissions, as well as being beneficial for health and tackling congestion.
- 7.1.7 Section 9 of the NPPF (2019) stresses the importance of sustainable transport and how this should be promoted through plan making and decision taking. Paragraph 108 of the NPPF identifies that when assessing sites for allocation for development in plans or specific applications for development appropriate opportunities for the use of sustainable transport modes for the movement of goods or people should be promoted. In addition, paragraph 5 of the National Planning Policy for waste (DCLG, 2014) requires Waste Planning Authorities when assessing the suitability of sites and/or areas for new or enhanced waste management facilities to consider (amongst other things) the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery and to seek when practicable and beneficial the use of modes other than road transport.
- 7.1.8 Whilst, road haulage is likely to remain the predominant mode of transport for minerals or waste in many instances, planning applications for mineral and waste development will be expected to show that potentially more sustainable non road-based options for transporting minerals have been considered.
- 7.1.9 Where road traffic is unavoidable all attempts should be made to avoid residential and minor roads. It would not be desirable to allow proposals which could exacerbate any existing transport impacts or create unacceptable new impacts. The transport implications of the proposed development will be taken into account including the suitability of the road network to accommodate the traffic that would be generated and the effect on highway safety. It is important to ensure that the effects of traffic generated by minerals or waste developments are minimised, particularly in relation to the effects on local communities, the environment and the local road network.
- 7.1.10 Development will only be permitted where Travel Plans and Transport Assessments/Transport Statements are agreed and there is adequate provision for existing or planned transport infrastructure and other measures.
- 7.1.11 A Travel Plan is essentially an action plan designed to help organisations implement measures to reduce the need for travel and to facilitate and encourage the remainder to travel more sustainably. It should help to reduce local traffic congestion, car parking problems and help to promote healthy lifestyles, economic growth and environmental improvements.

- 7.1.12 For any new development, it is important to encourage sustainable travel options from day one of occupation before car-based travel habits become established. Travel Plans can be origin-based (Residential Travel Plans) or destination-based (Workplace / Business Travel Plans).
- 7.1.13 Where there are major development proposals close to the Council's boundary, the Council will ensure that the cross border impacts are considered as part of the Transport Assessment and liaise with the neighbouring transport authority and Highways England, as required.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC Draft LTP 4 (2018)
- Warrington Multi-Modal Transport Model (2016)
- Transport for the North's Strategic Transport Plan (2018)
- WBC Highway Design Guide Notes
- WBC Parking Standards SPD (2015)
- National Planning Policy for Waste (Oct 2014)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Council Wide Strategies

- Warrington Means Business

Delivery Partners

- Private Sector Stakeholders
- Public Sector Stakeholders
- Highways England
- Network Rail
- Public Transport operators
- Transport for the North
- Cheshire and Warrington LEP

7.2 Transport Safeguarding

- 7.2.1 The proposed levels of housing and employment growth across Warrington will result in an increasing number of trips being made by all transport modes to, from, and within the Borough. Good transport links are crucial for a successful economy, a thriving town and villages, and for giving a good quality of life to local residents. It is vital that improvements are made to our highway and transport networks to be able to accommodate these additional trips.
- 7.2.2 The development of new transport infrastructure will require land. It is the role of the Local Plan to ensure that the land we are likely to require to enhance our transport network is safeguarded and protected from development until suitable transport improvements can be delivered in an appropriate and timely manner.

Policy INF2 - Transport Safeguarding

General Safeguarding Principles

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

Safeguarded Land and Schemes

2. The Council will safeguard land for the following schemes, as shown on the Policies Map:

- a. Bridgefoot Link (formerly known as Bridgefoot Bypass), providing improved access between development sites to the north end of Centre Park, Warrington Bank Quay station and the wider Town Centre;
- b. A new or replacement high-level crossing of the Manchester Ship Canal between Ackers Road, Stockton Heath and Station Road, Latchford;
- c. Warrington East Multi-Modal Corridor improvement (part of the former safeguarding known as Long Lane Diversion), connecting Birchwood to Central Warrington via Birchwood Way, to allow future highway and public transport improvements to be delivered to support Warrington's growth; and
- d. Warrington Western link.

3. These and additional schemes will be tested using the Council's Multi Modal Transport Model and any additional land considered necessary will be safeguarded via a future review of the Local Plan.

Why we have taken this approach

- 7.2.3 The National Planning Policy Framework (2019) states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- The potential impacts of development on transport networks can be addressed;

- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

- 7.2.4 The National Planning Policy Framework (2019) states that planning policy should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.
- 7.2.5 The schemes detailed within Policy INF2 (and illustrated in Figures 8 to 11 below) have been identified as being necessary to facilitate the proposed housing and economic growth in Warrington. If the identified improvements are to be delivered in the future it is vital that the land that they require be protected from development by other uses.

Figure 8 – Bridgefoot Link

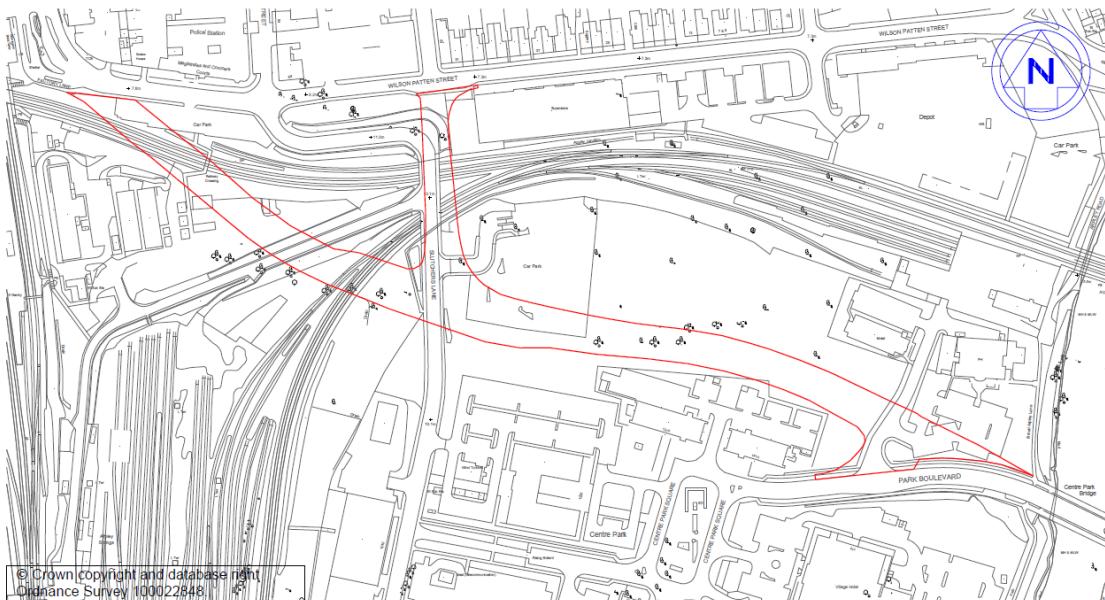


Figure 9 – High Level Ship Canal Crossing

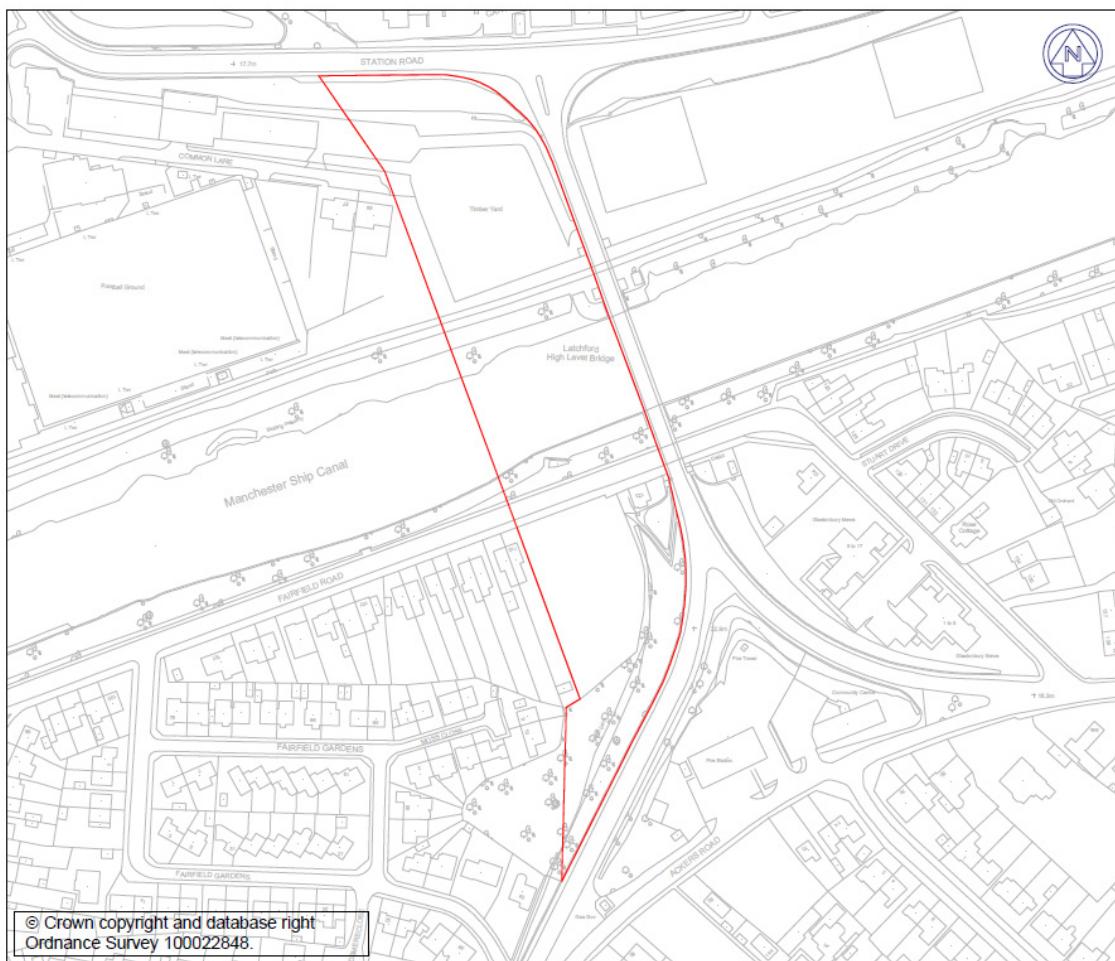
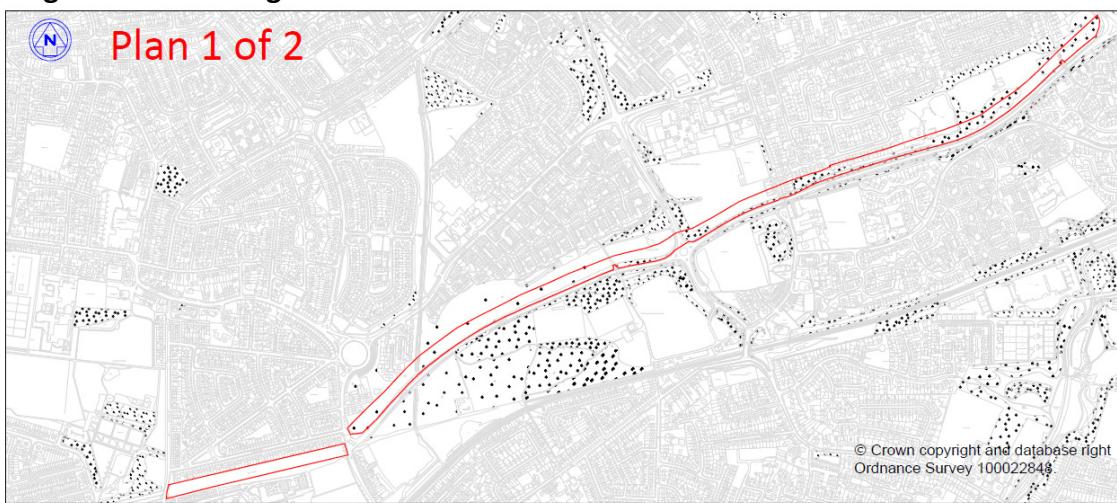


Figure 10 – Warrington East Multimodal Corridor



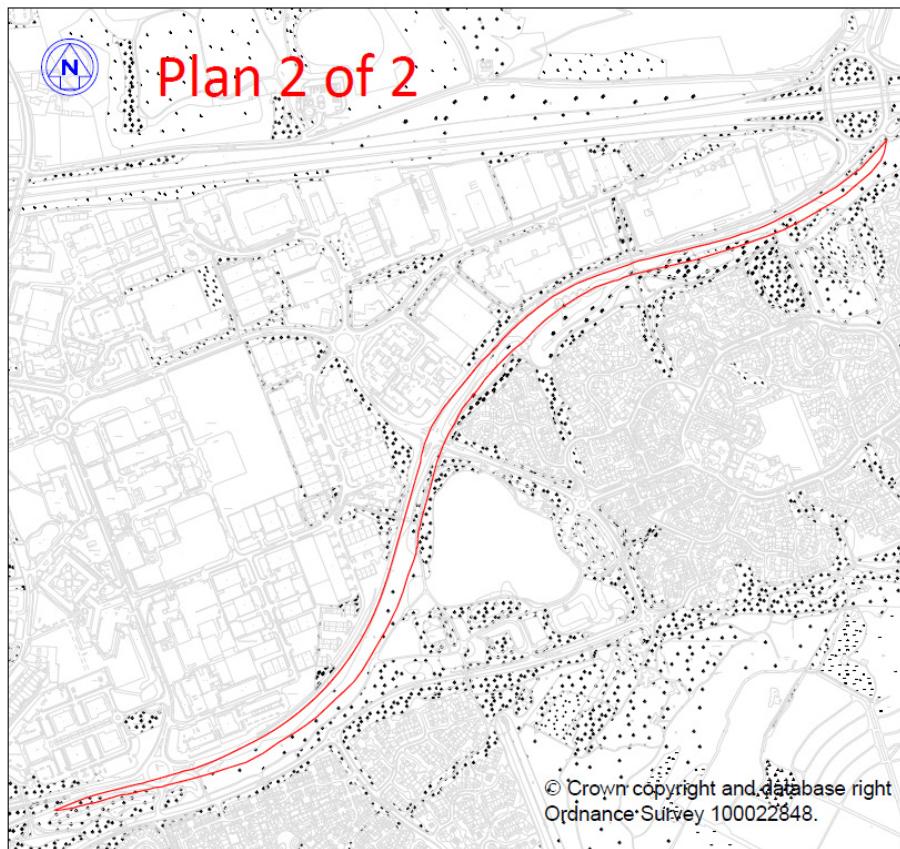
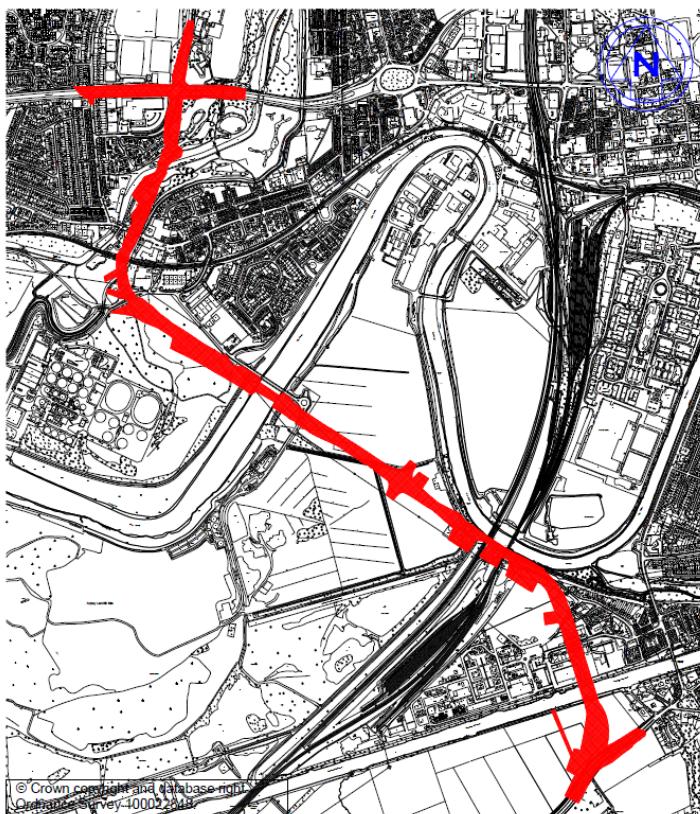


Figure 11 – Warrington Western Link



7.2.6 Using the Multimodal Transport Model to inform future reviews of the Local Plan will provide the robust evidence base we need to safeguard any additional land for transport schemes.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC Draft LTP 4 (2018)
- Warrington Multi-Modal Transport Model (2016)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Council Wide Strategies

- Warrington Means Business

Delivery Partners

- Private Sector Stakeholders
- Public Sector Stakeholders
- Highways England
- Public Transport Operators

7.3 Warrington's Utilities and Telecommunications

- 7.3.1 Utility infrastructure encompasses services such as water supply, sewerage treatment, electricity, gas and telecommunications. Responsibility for the supply and maintenance of existing utility services rests largely with statutory undertakers.
- 7.3.2 The provision of new and supporting utilities, considering connections to existing utility infrastructure, exploring spare capacity and the required additional capacity, is an essential element of the Borough's future development needs.
- 7.3.3 Providing and future proofing Telecommunications infrastructure is an essential element of delivering sustainable development and infrastructure needs to respond to the social, economic and environmental needs of the local community and businesses within the Borough that depend on it on a daily basis.
- 7.3.4 Advanced Telecommunications have the ability to transform people's lives, the economy, and need to be an integral part of the growth and development proposals for the Borough, to ensure Warrington's residents and businesses can prosper and grow as required.

Policy INF3 – Utilities and Telecommunications

General Principles - All Utilities

- 1. All development proposals must demonstrate that engagement has taken place with the required Statutory Undertakers and Infrastructure providers, and provide a strategy for how they will connect to public utilities infrastructure and or deliver the required infrastructure to support development, these include:
 - a. Water;
 - b. Sewerage and surface water drainage;
 - c. Gas;
 - d. Electricity; and
 - e. Telecommunications.
- 2. The Council will support the installation of existing and emerging telecommunications technology in new residential and employment development, to improve the connectivity of the population, support business growth and facilitate home working.
- 3. Developers will be required to work with the Council and appropriate providers to deliver the necessary physical infrastructure and networks as an integral part of all new developments, taking into account the need to 'future proof' development to accommodate emerging technologies.
- 4. On large development sites or sites developed on a phased basis, applicants will be required to ensure that the delivery of development is guided by site wide strategies for infrastructure (e.g. foul, surface water and clean water) which ensure coordination between phases of development over lengthy time periods and by numerous developers.

Development Proposals in the Vicinity of Utilities Infrastructure

5. Development will not be permitted in the vicinity of sewage treatment works, high pressure oil or gas pipelines, or other sensitive installations, where they would present an unacceptable loss of amenity or risk to those using the development, or sterilise the future expansion or operation of an existing facility. Applicants will be expected to submit appropriate information to demonstrate that the proposed development will be acceptable and if necessary provide suitable mitigation measures where development is proposed in the vicinity of such installations.

6. Development proposals for new, expanded or improved utility service infrastructure providing essential services and facilities, including electricity supply, gas or heating supply, water supply and waste water management, that comply with other relevant Plan policies will be permitted provided they can demonstrate that there is an identified need for such a facility within the Plan area, which cannot be met through existing facilities and that they minimise environmental harm, and provide adequate mitigation measures, in light of operational requirements and technical limitations.

7. Development proposals should ensure suitable access is maintained for water supply and drainage infrastructure. Development layouts will be expected to be designed to take these into account and applicants may be required to submit construction management plans and details of any protection provisions to ensure the integrity of the water and sewerage assets are maintained both during and after construction.

8. Development layouts should consider the proximity of proposed dwellings to foul water pumping stations and allow for a distance of 15 metres from the boundary of the curtilage of the dwellings to reduce the risk of loss of amenity associated with the operation of the pumping station.

Development Proposals (Telecommunications)

9. The Council will support applications for prior approval and proposals for commercially operated or public service telecommunications equipment provided that they comply with the relevant health and safety guidelines and satisfy the following criteria:

- a. Proposals are supported by the necessary evidence to justify the proposed development;
- b. There is no reasonable possibility of sharing existing facilities in the locality (either in terms of antennae, buildings or sites);
- c. In the case of radio masts, there is no reasonable and more appropriate possibility of erecting antennae on an existing building or other structure;
- d. There are no significant detrimental impacts on residential amenity, harm to the character and appearance of the area, the street scene, a heritage asset, pedestrian movement or the satisfactory functioning of the highway; and
- e. If the site, of necessity, is in a prominent or open location, all practicable measures have been taken in the design and positioning of the proposal to minimise any such harm.

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

Why we have taken this approach

- 7.3.5 In line with the requirements of the NPPF (2019), strategic policies should set out an overall development strategy, and make sufficient provision for the delivery of utilities' infrastructure, whilst ensuring the amenity protection of existing and future user of developments.
- 7.3.6 The agent of change principle, with the publication of the revised NPPF (2019), is now a feature of national planning policy. Paragraph 182 of the NPPF (2019) states that planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (including places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. The paragraph goes on to confirm that where an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or agent of change) should be required to secure suitable mitigation before the development has been completed. This is of key relevance to ensuring the ongoing operation of existing utilities infrastructure in the Borough.
- 7.3.7 The level of proposed growth in Warrington will require an increase in waste water treatment capacity. Discussions with United Utilities, the only sewerage undertaker operating in the plan area, have not revealed an operational need to identify new sites for waste water treatment works, however, UU has indicated that there is likely to be a need to increase the capacity of existing treatment facilities in the south of the Borough in order to cater for the proposed growth in these areas.
- 7.3.8 The NPPF (2019) also advises that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution).
- 7.3.9 It is therefore important that new developments must be 'future-proofed' with appropriate digital infrastructure that will meet existing and future communication needs. It is essential that the Council works with developers to make sure that the appropriate digital infrastructure is incorporated, including 4G and 5G networks (or future technologies as they become available).

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Infrastructure Delivery Plan (2019)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Council Wide Strategies

- Warrington Means Business

Delivery Partners

- Utility Providers
- Private Sector Stakeholders
- Public Sector Stakeholders

7.4 Warrington's Community Facilities

- 7.4.1 The provision of appropriate community facilities creates both sustainable communities and improves the overall health and wellbeing of residents. For this reason Policy INF4 seeks to protect existing facilities and services as a starting point, and where facilities are to be replaced with other development then alternative provision should be made.
- 7.4.2 The Policy also seeks to ensure that adequate new facilities are provided, where necessary, in both existing and new communities, in line with the development proposed in the Local Plan. The extent of new infrastructure requirements is set out in the Infrastructure Delivery Plan, with community facilities making up a big part of the type of infrastructure required – from schools and health facilities to leisure hubs and open space provision.

Policy INF4 - Community Facilities

General Principles

1. The Council and its partners will seek to promote health and wellbeing and reduce health inequalities within the Borough by supporting the development of new, or the co-location and co-ordination of existing education, health, social, cultural and community facilities. Where possible such facilities should be located in defined centres or neighbourhood hubs (See Policy DEV5 Retail and Leisure Needs).

2. The Council will:

- a. Safeguard existing social and community infrastructure, subject to a continued need or likely future need or demand for the facility in question; and require alternative comparable or improved provision where a development scheme would result in the loss of important social and community infrastructure;
- b. Require the provision of new social and community infrastructure where a development would increase demand for it beyond its current capacity or generate a newly arising need;
- c. In circumstances where new social or community infrastructure is required, ensure that this is provided close to the need arising, or where it is a larger facility which serves a wider population, in locations with good accessibility by walking, cycling and public transport;
- d. Require high quality and inclusive design of social or community infrastructure; and
- e. Promote the co-location and multi-functionality of social or community infrastructure.
- f. The Council will continue to support the sustainability of local communities and their local economies by protecting existing facilities, particularly in defined centres and in the outlying inset and Green Belt settlements.

New Hospital for Warrington

3. The Council recognises the need for and supports the NHS Hospital Trust in the development of a new hospital for Warrington, either through redevelopment of the existing hospital site or on a new site.

4. If a new site is the NHS Hospital Trust's preferred option, the Council will seek to allocate a site for a new hospital in a future review of the Local Plan. The new site must be in a location that provides ease of access for residents from across the Borough and be well served by public transport.

Why we have taken this approach

- 7.4.3 Sustainable neighbourhoods require a range of services and facilities which are accessible. The NPPF (Paragraph 92) requires that Councils plan positively for the provision of social, recreational and cultural facilities and services the community needs. The value of social interaction within communities is identified, along with supporting healthy lifestyles through the provision of appropriate facilities.
- 7.4.4 Some social and community facilities are essential, whilst others play an important role in stimulating a sense of community and improving quality of life. For the purposes of the Local Plan, social and community uses are defined as public, private or community facilities including: community/meeting halls and rooms; health facilities; libraries; places of worship; bespoke premises for the voluntary sector; schools and other educational establishments; theatres and performance spaces, arts venues, museums, sport and leisure facilities; parks and other publicly accessible open spaces, public houses, allotments, cemeteries and youth facilities.
- 7.4.5 Social and community facilities can also be linked to important local employment opportunities and this is particularly relevant for Warrington's outlying settlements.
- 7.4.6 The management and protection of existing facilities is just as important as the assessment of the need for new provision. Existing facilities which perform an important role in the local community should not be lost without replacement provision. Where new or improved social or community infrastructure is deemed necessary to support a development, and where this by reason of its nature or scale cannot be provided for on-site or on other land controlled by the developer, the Council will expect contributions to secure the provision or improvement of a facility off-site.
- 7.4.7 An Infrastructure Delivery Plan has been prepared to support the Local Plan. This identifies the infrastructure required to support the proposed levels of development across the Borough. It considers the provision of community facilities as well as broader physical infrastructure improvements. See Policy INF5.
- 7.4.8 The Council is working with a wide range of partners to ensure the appropriate provision of community facilities. A number of organisations have come together under the umbrella of 'Warrington Together' to promote coordinated service delivery and co-located services and facilities.
- 7.4.9 The health and social care system in Warrington, Warrington Together, has confirmed the requirement for a new Hospital for Warrington. The current hospital is outdated and is not able to meet the future needs of Warrington's growing and

aging population. It is currently reviewing the business plan for the hospital in the context of wider NHS service delivery across the North West region and in terms of its relationship with the Warrington CCG. The Council is committed to working with the NHS Hospital Trust to deliver the new hospital either through redevelopment of the existing Lovely Lane Site or on a new site. This will be confirmed through a future review of the Local Plan.

- 7.4.10 Policy INF4, along with Policy INF5, provides the means of ensuring that the necessary infrastructure that has been identified through the IDP can be delivered. This is essential in the context of the NPPF (2019).

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Infrastructure Delivery Plan (2019)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Delivery Partners

- Public Sector Partners
- Warrington & Co
- Livewire
- Warrington Together
- Warrington Clinical Commissioning Group
- Halton and Warrington NHS Hospital Trust

7.5 Delivering Warrington's Infrastructure

- 7.5.1 Sufficient and appropriate infrastructure is crucial to the well-being of communities. From transport infrastructure, healthcare, education and utilities, the delivery of well-planned infrastructure which takes account of current and future needs is a fundamental part of the plan making process.
- 7.5.2 The provision of appropriate infrastructure is also essential for the continued economic development which underpins Warrington's growth strategy to 2037. New development can place a strain on existing infrastructure, but it also has the potential to provide or help provide new infrastructure, or to improve existing infrastructure and services.
- 7.5.3 Policy INF5 seeks to ensure that demand and implications for infrastructure are identified and provided for in a timely manner.

Policy INF5 - Delivering Infrastructure

1. Development will be required to provide or contribute towards the provision of the infrastructure needed to support it.
2. The Council will seek planning obligations where development creates a requirement for additional or improved services and infrastructure and/or to address the off-site impact of development so as to satisfy other policy requirements. Planning contributions may be sought to fund a single item of infrastructure or to fund part of an infrastructure item or service, subject to statutory processes and regulations.
3. Where new infrastructure is needed to support development, the infrastructure must be operational no later than the appropriate phase of development for which it is needed.
4. Obligations will be negotiated on a site-by-site basis and will only be sought where these are:
 - a. necessary to make the development acceptable in planning terms;
 - b. directly related to the development; and
 - c. fairly and reasonably related in scale and kind to the development.
5. Appropriate matters to be funded by planning contributions include, but are not limited to:
 - Affordable housing.
 - Public realm improvements and creation, including public art.
 - Improvements to Heritage Assets.
 - Flood defence and alleviation schemes, including SuDS.
 - Biodiversity enhancements.
 - Open space, including green infrastructure and allotments.
 - Transport improvements, including walking and cycling facilities.
 - Education provision.

Utilities.

Waste management.

Health infrastructure.

Sport, leisure, recreational, cultural and other social and community facilities.

6. The Council will only consider the viability of development proposals at the planning applications stage where:

- a. required planning obligations are in addition to those considered as part of the Local Plan's viability appraisal; or
- b. where there are exceptional site specific viability issues not considered as part of the Local Plan's viability appraisal.

In these cases, applicants should provide viability evidence through an 'open book' approach to allow for the proper review of evidence submitted and for reasons of transparency. The Council will then be able to balance the benefits of the proposals against any harm arising from not securing the full planning obligation requirements.

7. Where the Council approves a development where it has been demonstrated that it is not viable to provide the full planning obligation requirements, the Council will include a review mechanism with the S106 to ensure that additional contributions are secured should viability improve over time.

Why we have taken this approach

- 7.5.4 It is crucial to the delivery of the Local Plan that the necessary infrastructure is provided to support the level of growth identified in a phased and co-ordinated manner, guided by the Infrastructure Development Plan (IDP) and any additional site specific requirements to support development proposals.
- 7.5.5 The IDP identifies the social, environmental and economic infrastructure that will be required to support the development and growth set out in the Local Plan. The IDP is a 'living document' which will be updated over time.
- 7.5.6 Infrastructure can be provided directly by developers; or planning contributions can be used to deliver on or off-site infrastructure to address or mitigate the impacts of developments. Where appropriate i.e. where it is necessary to make the development acceptable in planning terms, developers will be required to provide the necessary infrastructure or contribute to its provision through Section 106 contributions and/or the Community Infrastructure Levy (CIL) should the Council introduce it.
- 7.5.7 On larger site allocations, including the proposed urban extensions (See Policies MD1 – MD4), the infrastructure requirements for the first 5 years of the plan have been identified in detail. Beyond this requirements are less detailed and will be firmed up during subsequent reviews of the Local Plan in order that the specific requirements at this time are known, accurate and can be properly planned for. This is reflected in the IDP.

- 7.5.8 The Council requires that new and improved social and community facilities, utilities and other infrastructure is provided to meet the needs of development in a timely manner so as to make a positive contribution to the creation of sustainable communities, promote social inclusion and reduce deprivation. Development proposals will be expected to provide contributions towards various stages of the provision of infrastructure, as follows:
- Initial costs e.g. design and development work; and/or
 - Capital costs; and/or
 - Ongoing revenue such as the management and maintenance of services and facilities.
- 7.5.9 In accordance with national policy and guidance, infrastructure and viability considerations must be assessed in detail during the preparation of the Local Plan. As such the Council will only consider the viability of development at planning application stage in exceptional circumstances.
- 7.5.10 In accordance with revised guidance in the NPPF (2019) and accompanying PPG, the approach to viability is to be 'open book' and the onus is on the applicant to demonstrate a change in circumstances since the Local Plan Viability Assessment has been carried out. In such cases, the Council will commission an independent review of the viability study, for which the applicant will bear the cost.
- 7.5.11 Whilst the Council has not yet adopted a CIL Charging Schedule, this may follow in due course and so the policy provides flexibility for it to be implemented. Prior to the adoption of CIL it is recognised that any pooling of contributions must be limited to no more than 5 separate planning obligations, in accordance with the Community Infrastructure Levy (Amendment) Regulations 2015. When a Charging Schedule is in place, Section 106 agreements will continue to be used for site specific contributions and affordable housing.
- 7.5.12 A Planning Obligations Supplementary Planning Document (SPD) was adopted by the Council in January 2017. This explains how developer contributions will be calculated. This will be updated following adoption of the Local Plan.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Local Plan Viability Assessment (2019)
- Infrastructure Delivery Plan (2019)
- Planning Obligations SPD (2017)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Council Wide Strategies

- LTP4 (2019)
- WBC SFRA Level 1 & 2 (2018)
- WBC Housing Strategy

Delivery Partners

- Private Sector
- Public Sector
- Warrington & Co
- CCG
- Education
- Highways
- Livewire

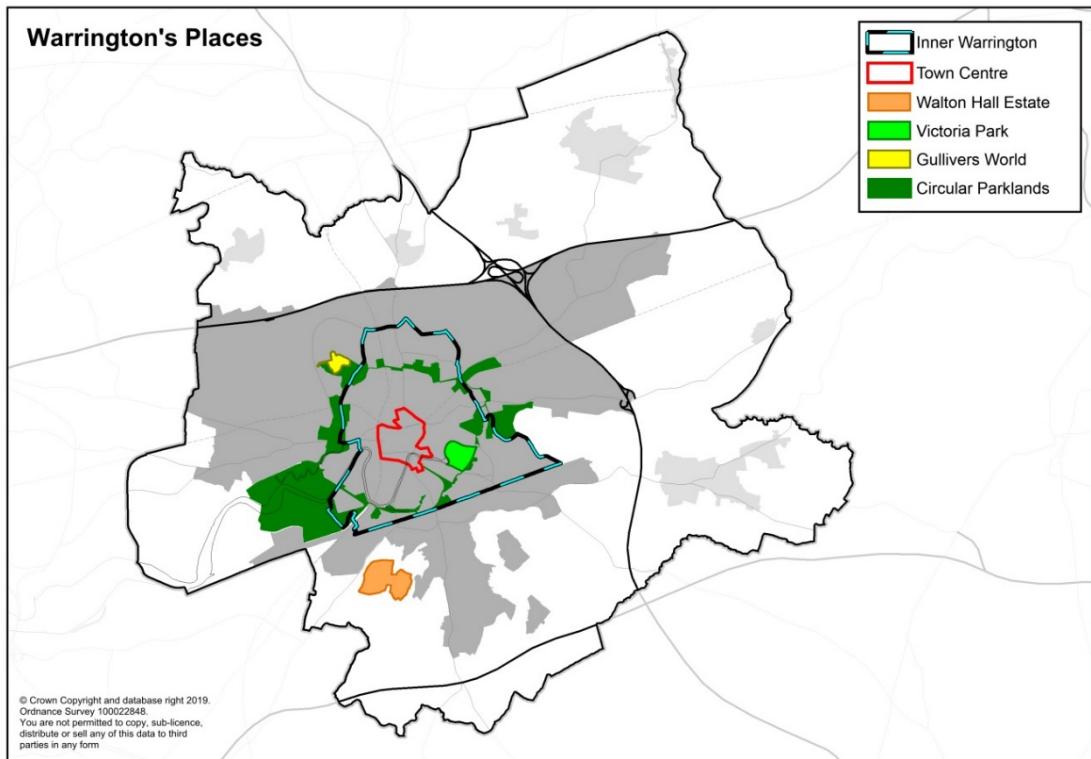
8 Policies Relating to Objective W5

Objective W5: To secure high quality design which reinforces the character and local distinctiveness of Warrington's urban area, its countryside, its unique pattern of waterways and green spaces and its constituent settlements whilst protecting, enhancing and embracing the Borough's historic, cultural, built and natural assets.

8.1 Warrington's Places

- 8.1.1 The Borough of Warrington comprises a complex network of places, within which people exercise their choice of location for residence or business, and their destination for employment, shopping, education, health treatment, leisure, culture and entertainment.
- 8.1.2 Different areas within the Borough have different characteristics and differing needs and it is important to recognise this when considering the development priorities for Warrington up to 2037.
- 8.1.3 Warrington's places can be broken down into the following categories:
 - Inner Warrington;
 - Sub-urban Warrington;
 - Countryside and settlements; and
 - Warrington's visitor attractions.

Figure 12 – Warrington's Places



8.1.4 This policy sets out the unique attributes of these spatial areas, details the strategy for each one over the plan period and promotes the preparation of Neighbourhood Plans to provide more detailed local policies for these areas.

Policy DC1 - Warrington's Places

Inner Warrington

1. The Inner Warrington Area is defined by the six unparished wards of Orford, Fairfield and Howley, Poplars and Hulme, Latchford East, Latchford West and Bewsey and Whitecross.

2. Development in this area will be required to:

- a. Improve the overall environment of area through public realm improvements;
- b. Improve access to services and infrastructure;
- c. Promote sustainable transport measures;
- d. Promote access to green infrastructure;
- e. Improve the housing offer to provide a range of tenures and types of dwellings in this area;
- f. Provide sufficient amounts and types of affordable housing in accordance with wider policies of the plan (See Policy DEV2) and to meet specific local needs;
- g. Provide new employment opportunities and training to local people;
- h. Include high quality design and materials;
- i. Not be detrimental to air quality and wider public health.

3. The Central Area Neighbourhood Board has commissioned a masterplanning exercise for this area which is currently underway. Development proposals should address the priorities set out in the Masterplan.

4. The Central Area Masterplan may be adopted as a formal Supplementary Planning Document or a made Neighbourhood Plan in due course.

Sub-urban Warrington

5. The many distinct parts of sub-urban Warrington will be the focus for infill and small scale development on brownfield and greenfield sites within the existing urban boundary.

6. Development in such areas will need to be in-keeping with the existing character of the area and be sustainable.

Warrington's Circular Parklands

7. The Council is committed to preserving and enhancing the Borough's Circular Parklands which surround the Inner Warrington area and are a key attribute to the Town and the Town Centre. The Council and its partners will continue to promote opportunities to join up this circular network more effectively and to make better use of it for amenity, cultural and leisure uses, as well as for sustainable transport.

Countryside and Settlements

8. The inset settlements of Burtonwood, Croft, Culcheth, Glazebury, Hollins Green, Lymm/Oughtrington and Winwick will be protected in terms of their relationship with the main urban area and their individual scale and function.
9. Appropriate and sustainable development will be directed to the settlements on varying scales reflecting existing services and infrastructure. Outside of the existing settlement boundaries, some new development will be accommodated through release of Green Belt.
10. Areas of countryside surrounding the inset settlements, including Green Belt settlements, will continue to be protected from inappropriate development in accordance with their Green Belt designation (See policy GB1).

Warrington's Visitor Attractions

Town Centre

11. The Council and its partners will continue to promote the Town Centre as a leisure and cultural destination and will ensure a range of uses are provided which cater for retail needs, the leisure (including night-time) economy, Town Centre living, visitor accommodation, commerce and enterprise, higher and further education and sporting events/facilities.(See policy TC1).

Victoria Park

12. The Council and its partners will look to preserve and enhance the unique characteristics of Victoria Park. Appropriate development ancillary to the role of the park will be supported where it:
 - a. Does not result in an unsubstantiated loss of green space or adversely affect the quality and extent of sports, play and park facilities that create vibrancy and activity throughout the day;
 - b. Makes the park more sustainable, viable and attractive;
 - c. Supports and does not impact upon the works undertaken by the Environment Agency's Flood Risk Management Strategy;
 - d. Preserves the flood management role of the park as part of the identified functional flood plain;
 - e. Opens up access to and enjoyment of the River Mersey and riverside links through to the Town Centre, the Waterfront and Black Bear Park;
 - f. Improves the functionality and quality of Green Infrastructure; and
 - g. Preserves and enhances the historic interest of the park, and historic assets within, including their setting, in accordance with national and local policies relating to Heritage Assets.
13. Development in areas immediately surrounding the park should have regard to securing appropriate access and should deliver improvements to the park's environment and facilities where possible.

14. Victoria Park forms part of the functional flood plain in the Council's Strategic Flood Risk Assessment, as such any new or enhanced facilities within the park should be constructed using flood resilient materials and design.

Walton Hall Estate

15. Development proposals at Walton Hall Estate will be supported where they:

- a. Preserve public access to the Estate;
- b. Preserve the primary function of the Estate as a sport, recreation, leisure and hospitality destination;
- c. Do not conflict with the tranquil setting of the Gardens;
- d. Are not detrimental to the historic environment;
- e. Re-use existing facilities and buildings where possible and appropriate; and
- f. Improve the quality and range of amenities to diversify interest for visitors.

16. All proposals should also have regard to national and local policies relating to the Green Belt (See Policy GB1) and the historic environment (See Policy DC2).

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

Gulliver's World

18. The Council will continue to support the operation of Gulliver's World as a successful regional attraction.

19. The maintenance and improvement of existing facilities will be supported where this will not have a detrimental impact on surrounding residential areas and the local road network.

Neighbourhood Plans

20. The Council will encourage the preparation of Neighbourhood Plans to set Local Policies and provide greater detail in relation to development priorities specific to particular areas and local communities.

Why we have taken this approach

8.1.5 This policy seeks to recognise the varying nature of the Borough in terms of existing development patterns within the urban area and outlying settlements, and also takes account of key tourist attractions. Within each of these areas there are different priorities which need to be articulated through the Local Plan.

8.1.6 The areas of Inner Warrington and Sub-urban Warrington are notably different in terms of the built environment, levels of deprivation and health and well-being. It is clear that particular focus is required in Inner Warrington to address some of the key issues here and the Central Area Masterplan which is currently being prepared is seeking to directly address these inherent problems. Policy DC1 therefore seeks

to provide a broad set of objectives for any development in this area and this will be supplemented by the forthcoming masterplan in due course, whether this is as informal supplementary planning guidance or a more formally adopted document.

- 8.1.7 Suburban Warrington varies in itself but the main thrust of the policy for these areas is to protect residential amenity and ensure new development is in keeping with its established surroundings.
- 8.1.8 Policy DC1 recognises the varying scale and characteristics of Warrington's settlements and the importance of the surrounding countryside.
- 8.1.9 The policy seeks to provide broad strategic parameters and intentions for these areas whilst allowing for more detailed local policies through the production of Neighbourhood Plans or masterplans.
- 8.1.10 For example, Lymm is the largest of the settlements and it has a distinct identity which is largely determined by its plentiful heritage assets including the village centre which is a designated conservation area, the Bridgewater Canal which passes through the village and a range of Grade I and Grade II listed buildings. Lymm Parish has been formally designated as a Neighbourhood Area and the Lymm Neighbourhood Plan Group are in the process of preparing a Neighbourhood Plan. This will set more specific development parameters for the settlement and provide design guidance for specific development sites.
- 8.1.11 The Council is committed to enhancing Warrington's offer in relation to visitor attractions, by enhancing and protecting existing attractions and creating additional visitor destinations. The Council is also committed to enhancing the Town's Circular Parklands which are a key attribute to Warrington and in particular the Town Centre. Improved access to the Circular Parklands is important for amenity, cultural and leisure purposes but also from a sustainable transport perspective and in the context of the LTP4 'Last Mile' programme.
- 8.1.12 The intention for Warrington Town Centre is for it to become a visitor destination in its own right by broadening the offer of leisure and cultural facilities which will complement its retail offer. The Town Centre is already undergoing significant change with the Times Square development well underway which will bring a cinema complex, improved and enlarged market accommodation, offices and retail/leisure units. Other parts of the Town Centre are also undergoing significant change such as the Stadium Quarter which will promote cultural events at the Warrington Wolves rugby stadium and will also see further investment in educational and youth facilities. Promoting more residential development in the Town Centre will further broaden its function and appeal as an important regional town. The Town Centre Masterplan has been prepared to support this overall strategy and further detail is set out in Policy TC1. Improving access to the Town Centre by sustainable transport modes will also be key to elevating its role as a destination.

- 8.1.13 Victoria Park provides an important town park facility for the residents of Warrington, principally through its proximity to the Town Centre, its scale and its extensive and diverse range of sports and play facilities. More recently, the use of the park has been further widened to include hosting music and other cultural and leisure events. The park has seen a significant amount of investment in recent years in relation to flood defence works and upgrading of facilities. It is important that the park is protected and its current role is maintained and enhanced wherever possible. It is also essential that any new development is not detrimental to this important asset, whilst recognising that some improvements and development may be required within the park itself.
- 8.1.14 There is recognition that ongoing improvements will be necessary at Walton Hall Estate, which comprises of Walton Hall, Walton Park and Gardens, and Walton Municipal Golf Course, in order to ensure that the full potential of the Estate's assets are being realised and that ultimately the Estate can become financially self-sustaining. Policy DC1 seeks to promote the opportunity that the Walton Hall Estate presents alongside putting in place a framework to guide redevelopment proposals to ensure that any commercial activities intended to generate income do not undermine public access, the Estate's existing function or its setting.
- 8.1.15 Gulliver's World is a much valued attraction within the Borough, it has a wide regional catchment in terms of drawing visitors in to Warrington. The Council will continue to support this attraction and work closely with the operator in relation to future expansion plans, whilst also managing the interrelationship of this major attraction with nearby communities.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- SFRA (2018)
- Local Housing Needs Assessment (2019)
- EDNA (2019)
- Retail Study Update (2019)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- WBC Design and Construction SPD

Council Wide Strategies

- Cultural Framework
- Public Art Strategy
- LTP4

Delivery Partners

- Private Sector
- Public Sector
- Cultural Commission
- Warrington & Co
- Central Area Neighbourhood Board
- Neighbourhood Plan Groups

8.2 Warrington's Historic Environment

- 8.2.1 The evolution of Warrington has resulted in a valuable legacy of heritage assets throughout the Borough. There are a number of Scheduled Monuments, Listed Buildings, Conservation Areas and a Registered Battlefield, as well as a large number of buildings with local architectural or historic interest.
- 8.2.2 Policy DC2 seeks to ensure that the Borough's historic environment is protected, enhanced and proactively managed, whilst supporting appropriate, sustainable development.

Policy DC2 - Historic Environment

General Principles

1. The Council will, through planning decisions and in fulfilling its wider functions, proactively manage and work with developers, the local community and others to support proposals which conserve or, where appropriate, enhance the historic environment of Warrington.
2. Particular consideration will be given to ensure that the significance of those elements of the historic environment which contribute most to the Borough's distinctive identity and sense of place are not harmed. These include, but not exclusively:
 - a. Evidence of Roman activity such as the settlement at Wilderspool and the roads at Appleton and Stretton.
 - b. Moated sites, country houses, farmhouses and associated outbuildings in the countryside including Bradley Old Hall, Barrow Old Hall and Bewsey Old Hall.
 - c. The site of the Battle of Winwick, also known as the Battle of Red Bank, now a registered Battlefield.
 - d. The Borough's industrial heritage including the Bank Quay Transporter Bridge, Sankey Canal, Bridgewater Canal and Manchester Ship Canal, Sankey Viaduct and other associated infrastructure and buildings.
 - e. Places of worship of different denominations.
 - f. The range of civic and institutional buildings, including the Town Hall, Libraries and Schools.
 - g. The town's mid to late nineteenth century terraces around Palmyra Square.
 - h. The buildings associated with the Borough's role as a major centre for brewing including the range and quality of its public houses.
 - i. Conservation Areas and Listed Buildings across the Borough.
 - j. Key cultural assets encompassing parklands, woodlands, landscapes, canals and riversides, museums, libraries, art galleries, public art, food and drink, customs and traditions.
3. As well as fulfilling its statutory obligations, the Council will:
 - a. Seek to identify, protect and enhance local heritage assets through the review and update to its Local List;
 - b. Promote heritage-led regeneration including in relation to development opportunities;

- c. Produce new Conservation Area Appraisals and Management Plans;
- d. Develop a positive strategy to safeguard the future of any heritage assets that are considered to be “at risk”;
- e. Adopt a proactive approach to utilising development opportunities to increase the promotion and interpretation of the Borough’s rich archaeological wealth; and
- f. Develop a positive heritage strategy for the Borough.

Assessing Development Proposals

4. Proposals affecting a designated heritage asset, or an archaeological site of national importance, should conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is clearly justified and outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in exceptional circumstances. Where permission is granted for a development which would result in the partial or total loss of a designated heritage asset, approval will be conditional upon the asset being fully recorded and the information deposited with the Historic Environment Record (HER).
5. Proposals which would remove, harm or undermine the significance of a non-designated heritage asset will only be permitted where the benefits are considered sufficient to outweigh the harm to the character of the local area.
6. Where the proposal affects (non-designated) archaeological sites of less than national importance it should conserve those elements which contribute to their significance in line with the importance of the remains. In those cases where development affecting such sites is acceptable in principle, mitigation of damage will be ensured through the preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development, the findings of which should be deposited with the Historic Environment Record.
7. Proposals within or affecting the setting of a Conservation Area will only be permitted where it preserves or enhances the character and appearance of the area including those elements which have been identified within the Conservation Area appraisal as making a positive contribution to the significance of that area.
8. All applications which affect a heritage asset should be accompanied by a Statement of Significance which may form part of a Design and Access statement and/or a Heritage Impact Assessment. This should provide the information necessary to assess the impact of the proposals on the heritage asset and its setting including demonstrating how the proposal has taken into account the elements that contribute to its significance, including where relevant, its architectural and historic interest, character and appearance.

Why we have taken this approach

- 8.2.3 The NPPF (2019) identifies conservation and the enhancement of the historic environment as a strategic matter. It goes on to state at paragraph 185 that Plans

should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

- 8.2.4 It is essential to define the key elements that contribute to the Borough's historic environment to ensure they are preserved and where possible enhanced through new development. This is particularly important given the scale of new development proposed over the Plan Period.
- 8.2.5 There are 348 Listed Buildings and 16 Conservation Areas in the Borough, together with a large number of other buildings and structures of interest that are included on a Local List. The Borough also contains 12 Scheduled Ancient Monuments, a Registered Battlefield and a wealth of archaeological remains.
- 8.2.6 Whilst the majority of designated heritage assets across the Borough are in good condition, 5 Listed Buildings and 3 Conservation Areas are included in Historic England's Heritage at Risk Register.
- 8.2.7 The Council acknowledges that its Local List of non-designated heritage assets is out of date and Parish Councils and other community groups have made a number of suggestions for additions to the Local List. The Council is also aware that not all of the Borough's Conversation Areas have Character Appraisals and Management Plans.
- 8.2.8 The Council recognises that it needs to undertake a more proactive role to managing and promoting heritage in the Borough. The Council has therefore commenced the preparation of a Conservation Strategy, working with Historic England and local communities, to set out clear priorities for its heritage work.
- 8.2.9 The Council will take positive action to secure the retention, repair, maintenance and continued use of heritage assets and will:
 - seek support and funding from all available sources to set up grant and repair schemes;
 - use its available powers to take action in the case of vulnerable and deteriorating buildings;
 - seek to secure the retention of buildings of architectural or historic interest, subject to reasonable standards of health and safety; and
 - provide guidance and advice to owners and developers.
- 8.2.10 With regard to buildings at risk, the Council will aim to ensure their continued use, maintenance, repair and restoration, making use of powers available if owners fail to carry out essential repairs, as appropriate.
- 8.2.11 The Council will keep the designation of Conservation Areas under review, update its Local List and bring forward enhancement schemes as resources allow.

- 8.2.12 In support of this work the Council will make use of available sources of finance, guidance and advice, and seek to work in partnership with Historic England where appropriate.
- 8.2.13 As well as confirming the Council's proactive role, the Policy also provides a comprehensive basis to assess development proposals, setting out how development should safeguard and respond to the historic environment.
- 8.2.14 Once lost or altered, features of the historic environment cannot be replaced. It is therefore important that decision making is based on a full understanding of the significance of heritage assets affected by development, the impacts arising from those proposals and the wider public benefit arising from the proposed development.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Historic England's Heritage at Risk Register (2018)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- WBC Design and Construction SPD
- WBC Conservation Area Management Plans
- Historic England Guidance

Council Wide Strategies

- Emerging WBC Heritage Strategy
- WBC Public Art Strategy
- Warrington Means Business

Delivery Partners

- Historic England
- Cheshire Police
- Private Sector Stakeholders
- Public Sector Stakeholders
- Cheshire Archaeology Planning Advisory Services

8.3 Warrington's Green Infrastructure Network

- 8.3.1 The Borough of Warrington contains significant areas of open countryside, which contain extensive areas of agricultural land, a varied landscape character and important areas of nature conservation value, mostly within the relatively narrow gaps of open land separating Warrington from neighbouring towns and smaller settlements within and beyond the Borough. These areas have been well protected to date primarily through an established and adopted Green Belt.
- 8.3.2 The Borough's environmental assets, include; its sites of international, national and local importance for biodiversity; and strategic green links such as the Mersey Valley Corridor and Sankey Valley Linear Park, from which a series of wider and parallel links can be accessed. In addition, Warrington lies at the centre of a wetland nature recovery network which stretches from south Lancashire down to south Cheshire, with the international sites of Risley Moss, Holcroft Moss and Rixton Clay Pits SAC sites at the heart of it. These assets must continue to be protected and opportunities need to be taken to enhance their function and value, including improving linkages between them, through employing a green infrastructure approach.

Policy DC3 – Green Infrastructure

Strategic Green Infrastructure

1. The Council, in partnership with other agencies and stakeholders will adopt a strategic approach to the care and management of the Borough's green infrastructure and seek to protect, enhance and extend the multifunctional network in order to maintain and develop the wider public health, active travel, flood management, climate change, ecological and economic benefits it provides.

Green Infrastructure Opportunities

2. A key focus of these efforts will be on reinforcing, and maximising the environmental and socio-economic benefits from, the following strategic green links which connect the Borough to the wider sub-region:

- a. The Mersey Valley;
- b. Sankey Valley Park and St. Helens Canal;
- c. The Bridgewater Canal;
- d. The River Bollin;
- e. The Transpennine Trail; and
- f. The Circular Parklands.

3. The Council is committed to supporting wider programmes and initiatives which seek to connect the Borough's Strategic Green Infrastructure assets with residential communities, employment areas and other green infrastructure assets both within and outside of the Borough, including:

- a. Great Manchester Wetlands Nature Improvement Area;

- b. Bold Forest Park;
- c. Walton Hall Estate;
- d. The Northern Forest, and
- e. The two new significant country parks in Warrington Waterfront and the Garden Suburb.

4. The Council will work with partners to strengthen and expand the network of ecological sites, corridors and stepping stone habitats to:

- a. secure a net gain in biodiversity;
- b. to expand tree cover in appropriate locations across the Borough;
- c. to improve landscape character, water and air quality;
- d. to help adapt to flood risk and mitigate the impacts of climate change;
- e. to contribute to the development of the Northern Forest; and
- f. to contribute to the wider regional nature recovery network of wetland sites by enhancing the wetlands across Warrington.

Development Proposals affecting Green Infrastructure

5. All development proposals should, as appropriate to their nature and scale:

- a. protect existing green infrastructure and the functions this performs;
- b. increase the functionality of existing and planned green infrastructure especially where this helps to mitigate the causes of and addresses the impacts of climate change;
- c. improve the quality of existing green infrastructure, including local networks and corridors, specifically to increase its attractiveness as a sport, leisure and recreation opportunity and its value as a habitat for biodiversity;
- d. protect and improve access to and connectivity between existing and planned green infrastructure to develop a continuous right of way and greenway network and integrated ecological system/network;
- e. secure new green infrastructure in order to cater for anticipated increases in demand arising from development particularly in areas where there are existing deficiencies assessed against standards set by the Council in accordance with Policy DC5; and
- f. provide long-term management arrangements for new and enhanced green infrastructure within development sites.

6. Where a loss of, or negative impact on green infrastructure functionality or ecological system/network is unavoidable, development proposals should demonstrate what mitigation measures are proposed and/or replacement green infrastructure will be provided. Any replacement or mitigation measure should seek to secure a net gain in biodiversity assessed against the latest version of the DEFRA Metric and be deployed as closely as possible to the affected green infrastructure asset.

Why we have taken this approach

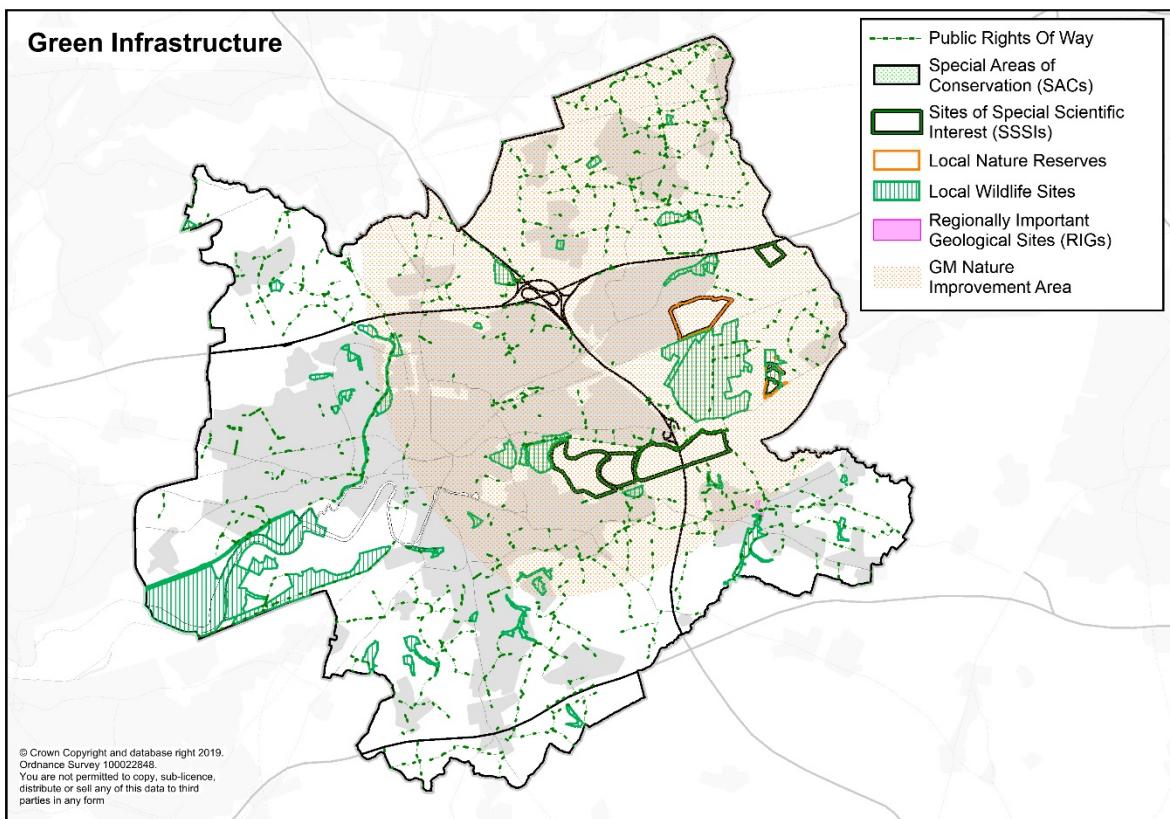
Warrington's Green Infrastructure Network

8.3.3 The NPPF defines green infrastructure as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

- 8.3.4 In respect of Warrington green infrastructure is considered to constitute the Borough's collective network of green spaces and environmental features including for example parks and formal gardens; village greens; wetlands, woodlands and meadows; all watercourses, including small brooks, canals and the corridors through which they flow; playing fields, amenity space in housing estates; transport corridors and rights of way. Through recognition of the many benefits it can provide for people and for wildlife, green infrastructure is widely recognised as a critical ingredient in creating successful places where people want to live and work.
- 8.3.5 The Mersey Valley Corridor constitutes a wide tract of land (exceeding 2kms in places) extending across the Borough from Fiddlers Ferry Power Station in the west, to Hollins Green and the flood plain of the River Bollin in the east. Its value lies in the mix of river valley habitats, notably wetlands, in the context of the Mersey Estuary as a whole - one of the largest estuaries in Europe and supporting internationally important numbers of birds.
- 8.3.6 Sankey Valley Linear Park is an important corridor which runs north-south for over 6 kilometres through Warrington, linking the Green Belt in the north to the River Mersey in the south. It is characterised by 'new town' ecology-led landscaping adjoining Sankey Brook and the St Helens Canal and is important for flora and fauna as well as leisure, recreation and opportunities for active travel.
- 8.3.7 The Bridgewater Canal is a 65km (39 mile) canal stretching from Runcorn to Leigh. It runs through the south of the Borough. From Warrington, the route provides a connection to Runcorn in the west and through Lymm and onwards towards Altrincham in the east.
- 8.3.8 The Transpennine Trail (TPT) is a long distance path running from coast to coast across northern England. It forms part of National Cycle Route 62 and like the Bridgewater canal runs through the south of the Borough, providing a connection to Runcorn/Widnes in the west and through Lymm and onwards towards Altrincham in the east.
- 8.3.9 The Great Manchester Wetlands Nature Improvement Area (NIA) was adopted by the Greater Manchester and Cheshire Local Nature Partnerships in May 2013 and covers around 40,000 hectares extending across parts of Salford, Trafford, Wigan and Warrington. The area of the NIA within Warrington is shown on the Policies Map. The vision is for the NIA to become an exemplar of biodiversity restoration, enhancement and the delivery of landscape-scale ecological wetland network for wildlife and people.
- 8.3.10 The NIA designation does not prevent new development, and some of the allocations in this Local Plan are within the NIA. However, a location within the NIA makes it essential that a high level of appropriate green infrastructure is incorporated within any development site in order to increase the area of priority habitats, improve connectivity between habitats and species populations and enable the movement of key species within the NIA and beyond.

8.3.11 In addition, to this network of strategic green infrastructure across the Borough, the built up areas contain a variety of types of urban green spaces. In particular the main urban area of Warrington contains a significant amount of green space as a legacy of its former New Town status. A unique feature of this network is a framework of linked open spaces that form a necklace around the Town Centre and the masterplanning areas (Warrington's "Circular Parklands").

Figure 13 – Warrington’s Green Infrastructure



8.3.12 The NPPF (paragraph 171) states that local planning authorities should set out a strategic approach to maintaining and enhancing networks of habitats and green infrastructure in their Local Plans, planning positively for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries and the NPPG indicates that Local Plans should identify the strategic location of existing and proposed green infrastructure networks.

8.3.13 The NPPG identifies how green infrastructure can help support a number of planning policies including:

- Building a strong, competitive economy by helping to create high quality environments which are attractive to businesses and investors. The components of GI exist within the wider landscape context and can enhance local landscape character and contribute to place-making.

- Delivering a wide choice of high quality homes, providing opportunities for recreation, social interaction and play in new and existing neighbourhoods and enhancing local landscape character, contributing to a sense of place.
- Promoting healthy communities by improving environmental quality in new development, helping create safe and accessible environments, providing opportunities for recreation and exercise and delivering mental and physical health benefits.
- Conserving and enhancing the natural environment by halting the decline in biodiversity and helping species adapt to climate change by providing opportunities for movement through ecological networks.
- Helping to reduce air pollution, noise and the impacts of extreme heat and extreme rainfall events.
- Meeting the challenge of climate change by storing carbon; improving drainage (including the use of sustainable drainage systems), managing flooding and water resources; improving water quality; and reducing the urban heat-island effect.

- 8.3.14 The Strategic Green Network/Links that traverse the Borough are of fundamental importance to the natural environment and character of Warrington and as such the spatial strategy seeks to reinforce this. Policy DC3 outlines a strategic approach to the care and management of the Borough's Green Infrastructure and seeks to conserve the Borough's assets as well as protecting the vital and wide ranging functions these assets perform. In order to protect the functions that green infrastructure performs proposals for development will be assessed against the; role that the site plays as part of the existing or proposed Greenway Network of recreational footpaths and cycleways (identified on the proposals map); its landscape and/or nature conservation value; its value as a buffer zone between other uses; its value as a visual amenity or townscape feature in contributing to the character or appearance of the surrounding area; and its importance as a community resource.
- 8.3.15 To maximise the social, economic and environmental benefits of green infrastructure the Council is promoting an integrated approach which seeks to ensure that green infrastructure is a multi-functional resource capable of delivering the quality of life and ecological benefits required by the species it serves; as well as those needed to underpin wider sustainability issues such as mitigating the causes of and adapting to the impacts of climate change. Alongside this the Council will also seek to ensure that opportunities to improve the quality of the network, to the benefit of both people and wildlife, are taken, as well as opportunities to connect areas of fragmentation so as to create a continuous right of way network and integrated ecological system throughout the Borough.
- 8.3.16 The Government's 25 year Environment Plan has a target to increase the coverage of woodland in England by up to 12% by 2060. The Government supports the development of the Northern Forest along the M62 Corridor, through the partnership of the Community Forests and the Woodland Trust. The Mersey Forest Plan sets local targets for woodland cover including in Warrington Borough.

- 8.3.17 In exceptional circumstances where it is not possible to avoid some loss in the functionality of the network it is expected that replacement provision will be provided in order to satisfy national policy. Any replacement provision or mitigation measures should be in close proximity to the site so as to maintain the integrity of the network.
- 8.3.18 The NPPF indicates that Local Plans should seek to secure measurable net gains in biodiversity (Paragraph 174). The proposed updated DEFRA Biodiversity Metric is designed to provide ecologists, developers, planners and other interested parties with a means of assessing changes in biodiversity value (losses or gains) brought about by development or changes in land management. The metric is a habitat based approach to determining a proxy biodiversity value. An updated version of the tool that was introduced in 2012 is currently out for consultation.
- 8.3.19 The Government's 25 year Environment Plan also sets the UK's ambition to develop a growing and resilient network of land, water and sea that is richer in plants and wildlife. It includes a number of commitments for nature, including publishing a new strategy for nature to replace Biodiversity 2020. The Plan identifies an objective of establishing a Nature Recovery Network. Natural England is supporting Warrington Borough Council in identifying and establishing such a network across Warrington and beyond its boundaries, through developing an ecological wetland network model. This GIS tool can be used to support decisions for land managers, planners, developers and others around appropriate management and creation opportunities for wetlands and their associated habitats to support natural capital benefits.
- 8.3.20 The network has been mapped and modelled by Natural England and shows a wetland nature recovery network of existing core sites, fragmentation zones, enhancement zones and areas of expansion to buffer the wetland network. This network has been created using data which describes the underpinning conditions which are suitable for wetlands, including geology and soil characteristics. It is able to predict where the ground is suitable for wetlands and as such allows decisions around where and what type of wetland, both natural and more artificial structures such as Sustainable Drainage Systems, could and should be located across the Borough.

8.4 Biodiversity and Geodiversity in Warrington

- 8.4.1 Warrington Borough contains numerous old marl ponds and several former mineral extraction sites, together with significant areas of open countryside that provide important wildlife habitats and are of high nature conservation value. The Borough's green infrastructure network incorporates a range of designated sites of nature conservation value.
- 8.4.2 There are three designated European sites of international importance for nature conservation in the east of the Borough. The sites at Risley Moss and Holcroft Moss are two of three sites which make up the Manchester Mosses Special Area of Conservation (SAC) designated for their value as degraded raised peat bogs still

capable of natural regeneration. The nearby Rixton Clay Pits comprises part of an, extensive disused brickworks excavated for glacial boulder clay which have filled with water since workings ceased in the 1960s. The site is also a SAC designated for its value as habitat for Great crested newts. The site also supports species-rich grassland, scrub and mature secondary woodland. All three of these sites together with Woolston Eyes are also nationally protected as UK Site of Special Scientific Interest (SSSI), the only such site in the Borough.

- 8.4.3 Warrington has four Local Nature Reserves (LNRs) and 55 Local Wildlife Sites (LWSs). LNRs are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949. Two of these, Risley Moss and Rixton Claypits, are also sites of international importance for nature conservation (SACs). LNRs are for both people and wildlife offering convenient access to nature and providing special opportunities to study or learn about nature or simply to enjoy it. LWSs are the most important non-statutory wildlife sites in Warrington and cover a wide variety of habitats such as ancient woodland, grassland, and wetlands. The quality and interconnectivity of these sites is vital to sustain wildlife in the context of pressures arising from urbanisation, agricultural intensification and climate change.
- 8.4.4 Warrington also has three Regionally Important Geological Sites (RIGs) (formerly Sites of Importance for Nature Conservation - SINCs) identified for their indigenous woodland species and geology outside statutorily protected sites such as SSSIs. They are important as an educational, historical and recreational resource.
- 8.4.5 A number of species of plants, birds and animals are specifically protected by European or national legislation due to their significance or vulnerability. There are a number of protected animals that are found in the Borough. These include bats, water voles, owls and Great Crested Newts.

Policy DC4 - Ecological Network

1. The Council will work with partners to protect and where possible secure a net gain for biodiversity across the Plan area. These efforts will be guided by the principles set out in the National Planning Policy Framework and those which underpin the strategic approach to the care and management of the Borough's Green Infrastructure in its widest sense contained in Policy DC3.
2. Sites and areas that make up the Borough's ecological network and are recognised for their nature and geological value are shown on the Policies Map and include:
 - a. European Sites of International Importance
 - b. Sites of Special Scientific Interest
 - c. Regionally Important Geological Sites
 - d. Local Nature Reserves
 - e. Local Wildlife Sites
 - f. Wildlife Corridors/Natural Improvement Areas

The specific sites covered by the above designations at the time of publication are detailed in Appendix 4.

Development affecting Sites of International Importance

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

- a. there is no alternative solution; and
- b. there are imperative reasons of over-riding public interest for the development or land use change and where suitable mitigation or compensatory provision has been made. Any mitigation or compensatory provision must be assessed in a project-related Habitats Regulations Assessment and be fully functional before any likely adverse effect arises.

Development affecting Sites of National Importance

4. Proposals for development in or likely to affect Sites of Special Scientific Interest (SSSI) will be subject to special scrutiny. Where such development may have an adverse effect, directly or indirectly, on the SSSI it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard the national network of such sites and the loss can be mitigated through off-site habitat creation to achieve a net gain in biodiversity/geodiversity assessed against the latest version of the DEFRA metric.

Development affecting Sites of Regional and Local Importance

5. Proposals for development likely to have an adverse effect on regionally and locally designated sites will not be permitted unless it can be clearly demonstrated that there are reasons for the development which outweigh the need to safeguard the substantive nature conservation value of the site or feature and the loss can be mitigated through off-site habitat creation to achieve a net gain in biodiversity/geodiversity assessed against the latest version of the DEFRA metric.

Development affecting Protected and/or Priority Species and Priority Habitats

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

7. All development proposals affecting protected sites, wildlife corridors, priority habitats, EU Protected Species or priority species (as identified in Local Biodiversity Action Plans)

should be accompanied by information proportionate to their nature conservation value including;

- a. a site survey carried out by suitably qualified or experienced person to establish the presence, extent and density of these species and identify features of nature and geological conservation importance; an assessment of the likely impacts of the development proposals for the protection and management of features identified for retention;
- b. an assessment of whether the reasons for the development clearly outweigh the nature conservation value of the site, area or species; and
- c. proposals for compensating for features damaged or destroyed during the development process, including mitigation through off-site habitat creation to achieve a net gain in biodiversity/geodiversity assessed against the DEFRA metric.

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

Why we have taken this approach

Biodiversity and Geodiversity

- 8.4.7 Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity. Local planning authorities should take a pragmatic approach, with the aim of fulfil statutory obligations in a way that minimises delays and burdens.
- 8.4.8 Conserving biodiversity is an important element of sustainable development. Government guidance in the NPPF (2019) and NPPG indicates that in delivering sustainable development local authorities should enhance as well as protect biodiversity and natural habitats.
- 8.4.9 Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):
- making it easier for jobs to be created in cities, towns and villages;
 - ***moving from a net loss of bio-diversity to achieving net gains for nature;***
 - replacing poor design with better design;
 - improving the conditions in which people live, work, travel and take leisure; and
 - widening the choice of high quality homes.
- 8.4.10 In addition, paragraph 170 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by:
- protecting and enhancing valued landscapes, ***sites of biodiversity and geological value and soils*** (in a manner commensurate with their statutory status or identified quality in the development plan);

- recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
- ***minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;***
- preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

- 8.4.11 Whilst sites of importance for their nature and geological value fall within the wider remit of ‘Green Infrastructure’, NPPF (paragraph 171) requires the specific identification of such sites and a distinct policy approach to ensure their protection as well as taking a strategic approach to maintaining and enhancing networks of habitats and green infrastructure. Policy DC4 responds to this by setting out the formal designations active within the Borough and ranking these in order of their importance, in order to guide the degree of protection afforded to these designated sites.
- 8.4.12 These designated sites are not only important in their own right but collectively they form part of an ecological network. Ecological networks are habitat patches suitable for particular types of species connected by movement corridors through the intervening habitat matrix which are important for maintaining biodiversity. Some of these sites experience pressure from leisure uses, agricultural practices and development. We must manage the Borough’s ecological resource to prevent damage and habitat fragmentation and give appropriate support for wider duties, such as the Water Framework Directive.
- 8.4.13 The NPPG identifies the components of an ecological network as:
- the broad geological, geomorphological and bio-geographical character of the area, creating its main landscapes types;
 - key natural systems and processes within the area, including fluvial and coastal;
 - the location and extent of internationally, nationally and locally designated sites;
 - the distribution of protected and priority habitats and species, including veteran trees;
 - areas of irreplaceable natural habitat, such as ancient woodland or limestone pavement, the significance of which may be derived from habitat.

8.4.14 These networks also form important Green Infrastructure links which Policy DC3 seeks to protect, enhance and extend. Collectively, they form a network of corridors and stepping stones, allowing the survival and dispersal of species of biodiversity priority.

8.5 Open Space, Outdoor Sport and Recreation Provision

- 8.5.1 Access to high quality open spaces and opportunities for sport and recreation contributes to the health, well-being and cohesion of our communities as well as proving opportunities for active travel. As the Borough's population increases, the pressure on current provision will mount and there will be a need to provide significant areas of new open space and long term management arrangements.
- 8.5.2 The Local Plan will help deliver aims and objectives of other Council strategies, such as the Corporate Strategy and the Active Warrington Strategy, which seek to improve the health and wellbeing of Warrington's population by ensuring good access to sport and recreation opportunities.

Policy DC5 - Open Space, Outdoor Sport and Recreation Provision

Open Space Strategy

1. The Council will work with partners to ensure that a comprehensive range of sport and recreation facilities will be provided across Warrington to meet the needs of the existing and proposed population, including:

- a. Equipped play areas
- b. Informal play areas
- c. Parks & Gardens
- d. Natural/Semi-natural greenspaces
- e. Allotments
- f. Sports pitches and facilities

2. The Council will encourage partnership working to ensure that sufficient quantity and quality of, and convenient access to open space, sport and recreation provision is secured through the following measures:

- a. Protecting existing sites;
- b. Addressing existing deficiencies in provision through qualitative enhancement of existing provision, improving access to existing facilities or securing new provision, and
- c. Ensuring that proposals for new development contribute to open space, sport and recreation provision commensurate to the need generated by the proposals.

3. In determining the nature of new or improved provision the Council will be guided by the evidence base (Open Space Audit; Sports Facilities Strategic Needs Assessment; Playing Pitch Strategy and associated Action Plans) and consult with providers and stakeholders, together with potential users of the green space wherever possible, to ensure that provision meets local needs.

Open Space and Equipped Play Provision

4. All residential development proposals of 40 dwellings or more will be required to contribute to the provision of open space and equipped play (only applies to family accommodation – ie. 2 bedrooms or more) provision, together with secure arrangements for its management and maintenance, where existing facilities have insufficient capacity to serve the increase in population arising from the development. The amount, type and form of open space and equipped play provision will be determined having regard to the open space standards and the quantity, quality and accessibility of existing provision as specified in the most up-to-date versions of the Council's Open Space Audit and Planning Obligations SPD.

Outdoor Recreation - Playing Pitches

5. All residential development proposals of 40 units or more will be required to contribute to the provision of outdoor playing pitches (including AGPs), together with secure arrangements for its management and maintenance. The amount, type and form of pitch provision will be determined having regard to the nature and size of development proposed and the community needs likely to be generated by it, having regard to the most up-to-date Playing Pitch Strategy – Action Plan.

Where on site provision is not possible or appropriate, a financial contribution towards suitable new provision or enhancement of existing facilities off site will be sought and secured through a legal agreement.

Indoor Sport and Recreation Facilities

6. All residential development proposals of 40 dwelling units or more will be required to make provision for indoor sport and recreation facilities, where existing facilities have insufficient capacity to serve the increase in population arising from the development. The amount, type and form of facility provision will be determined having regard to the nature and size of development proposed and the community needs likely to be generated by it. In most instances the scale of development will not be sufficient to require on-site provision and financial contributions will be sought towards new provision or enhancement of existing facilities off site taking into account the requirements of the most up-to-date Sports Facilities Strategic Needs Assessment and associated Action Plan.

Where major development sites of a strategic nature would result in an increase in demand which could not be accommodated within an existing facility(s) and is of such a level that it would require the delivery of a completely new facility, the Council will seek to secure the delivery of the new facility as part of the overall development proposal.

Protection of Open Space, Sport and Recreation Facilities

7. The Council will not permit development likely to result in an unacceptable loss of existing open space, sport or recreation facilities for non-recreation purposes unless it can be demonstrated:

- a. that the development is ancillary to the recreation use and does not reduce the overall recreation function of the site;

- b. that replacement recreation provision of at least the same quantity, quality and accessibility to its catchment population, community benefit and management level is made in a suitable location; or
- c. that the site/facility is surplus to recreational requirements and is not capable of helping to meet any of Warrington's recreation standards.

This policy applies to all existing sites and facilities that have an open space/recreation use or value, irrespective of whether they are owned or managed by the public, private or voluntary sectors.

Why we have taken this approach

Open Space, Outdoor Sport and Recreation Provision

- 8.5.3 Parks and green spaces are good for people's health, the local economy and the environment. There is unequivocal evidence that living in proximity to green spaces increases well-being and reduces mortality rates regardless of income. Living near to green spaces is proven to encourage physical activity and reduce obesity and stress, which are two of the most significant health issues facing the UK (footnote-SA baseline info ¹ The Marmot Review (2011) The Marmot Review: Implications for Spatial Planning [online] available at:

<https://www.nice.org.uk/media/default/About/what-we-do/NICE-guidance/NICE-guidelines/Public-health-guidelines/Additional-publications/Spatial-planning/the-marmot-review-implications-for-spatial-planning.pdf>

- 8.5.4 Green spaces also help to create attractive environments in which people will choose to live and in which business will invest.
- 8.5.5 Paragraph 96 of the NPPF states that "Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities" and that "planning policies should be based on robust and up-to-date assessments of the need for open space, sports and recreation facilities and opportunities for new provision".
- 8.5.6 The local open space standards are designed to ensure that all residents have good access to a range of recreation opportunities which are able to meet a variety of different needs and demands. The standards have been used in Warrington for several years or more, and are derived from the national "6 Acre Standards" produced by National Playing Fields Association (now superseded by the Fields in Trust (FiTs) standards).
- 8.5.7 In accordance with national guidance the Council has assessed the needs of its population through separate assessments of open space, outdoor sports and recreation. The Council's evidence base for open space and recreation provision consists of an Open Space Audit; a Playing Pitch Assessment and a Sports Facilities Strategic Needs Assessment. These provide a good understanding of the current level of provision of open space, sports pitches and built sports facilities provision

across the Borough. These documents together with the associated Strategies and Action Plans will be used to guide decisions on capital and revenue resource allocation, as well as to highlight key spatial priorities and deficiencies to be addressed through funding bids and S106 planning obligations to support future growth.

- 8.5.8 The Council have undertaken an audit of the quantity, quality and accessibility of open spaces within the Borough (footnote). The Council's Open Space Audit 2016 includes standards for the quantity, quality and accessibility of all types of green space and provides a comprehensive audit of all the typologies of green space. It provides an assessment of the quantity, quality and accessibility of open space provision across the Borough on a ward basis and details of surpluses and deficits of the various types of open space based on the standards adopted by the Council. It also provides Ward Profiles that detail the types, locations, amount and size of open space provision within each ward. All of our standards for open space, sport and recreation are set out in Table 7.

Table 7 – Open Space Standards

Open Space Standards (Open Space Audit 2016)			
Fields in Trust (FiT) Planning and Design for Outdoor Sports and Play (2008)			
Typology	Quantative Standard (Ha per 1000 people)	Standard per person (M ² per person)	Accessibility Standard (meters)
Equipped Play	0.25	2.5	LAP – 60 straight line LEAP – 240 straight line NEAP - 600 straight line
Informal Play	0.55	5.5	300 straight line
Parks & Gardens	1.6	16	District Park (15-25ha) - 1200 Local Park (2-15ha) – 600 Small Park (0.4-2ha) – 400 Pocket Park (<0.4ha) - 300
Natural/Semi-natural green space	2.0	20	2000 for 20ha> 300 for <20ha
Allotments	0.07	0.7	1000 straight line

- 8.5.9 These standards are used to inform the open space requirements for new housing developments set out in Policy DC5. It is particularly important for biodiversity net gain, climate change adaptation, the creation of wetland habitat and access to nature that the large strategic development areas make provision for natural/semi-natural green space.
- 8.5.10 The provision of playing pitches is considered in the separate Playing Pitch Strategy. The study provides a clear understanding of facility needs locally, taking into consideration all the provision that currently exists in Warrington (supply) and cross-referencing this with the current and future needs of the Boroughs population

(demand) up to 2027. It also provides strategic framework/action plan for the maintenance and improvement of existing sports pitch provision in Warrington.

8.5.11 The assessment identifies and assesses the provision of the following sports pitch types:

- Football pitches (including 3G AGPs)
- Cricket pitches
- Rugby union pitches
- Rugby league pitches
- Hockey/Artificial grass pitches (AGPs)
- Third generation turf pitches (3G pitches)

8.5.12 Some playing pitches will be located within open spaces protected as wider green infrastructure under Policy DC3; but their function in terms of meeting identified sporting need and any development proposals affecting their provision as such would be assessed under Policy DC5.

8.5.13 The provision of built sports facilities is considered in the Sports Facilities Strategic Needs Assessment (2014)(SFSNA), which provides a clear understanding of facility needs locally, taking into consideration all the provision that currently exists in Warrington (supply) and cross-referencing this with the current and future needs of the Boroughs population (demand). It also provides an Action Plan for addressing any identified deficiencies on a Borough wide basis for specific facility types. The Action Plan focuses only on sports facilities currently owned by the Council, many of which are currently operated by external organisations through management arrangements. The assessment identifies and assesses the provision of the following sports facility types:

- Indoor swimming pools
- Sports halls
- Health and fitness suites
- Tennis facilities
- Cycling facilities
- Athletics facilities

8.5.14 The Council has used a threshold of 40 dwellings for on-site public open space contributions for a number of years, since the adoption of the UDP in 2006. This has worked well in practice and there is no more recent evidence indicating that the threshold should be changed.

8.5.15 The Open Space Audit records the existing levels of provision of all the open space typologies on a Ward basis. The level of provision varies across the Borough dependent upon the type of open space. There are significant deficits of equipped play and informal play provision Borough wide. Whilst, there is a deficit of the parks & gardens typology of open space in approximately 50% of the wards there is a large surplus overall Borough wide. There is a deficit of the natural/semi-natural

typology of open space in approximately 70% of the wards but there is only a small deficit overall Borough wide. The Council's Planning Obligations SPD outlines the process for determining if equipped play and open space provision or contributions will be required for new residential development.

- 8.5.16 The Playing Pitch Assessment Report does not identify an oversupply of playing pitches. The existing position for all pitch sports is that either demand is being met or there is a shortfall. The future position shows exacerbation of current shortfalls and as such existing playing field land must be protected and any new development will be required to make provision for the additional demand it generates. As there is no oversupply, any proposed loss of playing pitches would need to be mitigated through re-provision in full, in accordance with paragraph 74 of the National Planning Policy Framework and Sport England's Policy Exception 4 (E4).
- 8.5.17 A good proportion of shortfalls expressed could be met by improving pitch quality, allowing access to existing unused pitches such as at school sites and re-using sites where use has lapsed. In terms of improving the quality of the provision the report identified a need for improvements to changing facilities and pitch drainage in particular. The role of lapsed and disused sites in helping to address deficiencies is also explored within the Playing Pitch Strategy and associated Action Plan. This may also be an appropriate method of meeting the additional demand generated by a new development. Where this is considered to be the case financial contributions will be sought in lieu of on-site provision. It is anticipated a combination of all three methods will be required and this is set out in the Action Plan.
- 8.5.18 The Council's SFSNA indicates that the current total quantity of swimming pool provision is just about meeting the current level of demand for casual/recreational swimming provision. However, there are large waiting lists for junior swimming lesson provision and the proposed levels of growth will put pressure on the quantity of provision, in particular within the south and west neighbourhood areas, where the highest levels of population growth are forecast. In addition, the quality of swimming pool provision across Warrington is mixed, with a number identified as being of poor quality based on non-technical assessments.
- 8.5.19 In terms of sports hall capacity the current total quantity of provision is meeting current total demand with some space capacity available, meaning that despite projected population growth it is anticipated the level of supply of sports hall provision will meet the future needs of the population up to 2020. However, beyond this the levels of growth proposed will result in a deficit in supply and new facilities will be required, particularly in the south and west neighbourhood areas, where the highest levels of population growth are forecast. Other specialist sports facilities, such as tennis and athletics are well catered for but Warrington does not currently have a specialist, traffic free, cycling facility. Cycling is a sport with one of the highest levels of latent demand across the Borough and much of this latent demand derives for the south and west neighbourhood areas, where the highest levels of the growth are proposed. Consultation with British Cycling has suggested

that there is a potential need for a road or track facility to serve the southern part of the North West region, which could be located in Warrington.

- 8.5.20 The overall picture across the spectrum of open space, sport and recreation facilities within the Borough is that provision is either just about meeting demand or there are deficits in existing levels of provision. Therefore, there is a need to protect existing provision from being lost to other land uses.

Key Evidence

- National Planning Policy Framework (2019)
- Sports Facilities Strategic Needs Assessment (2014)
- Playing Pitch Assessment Report (2018)
- Open Space Audit (2016)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- WBC Design and Construction SPD (2010)
- Planning Obligations SPD (2017)

Council Wide Strategies

- Active Warrington Strategy (2017 – 2020)
- Warrington Corporate Strategy (2018 – 2020)
- Warrington Health and Wellbeing Strategy (2015 – 2018)
- Playing Pitch Strategy (and Action Plan)

Delivery Partners

- Warrington and Co
- Livewire
- Public sector
- Private Sector

8.6 Warrington's Quality of Place

- 8.6.1 High Quality design is fundamental to making places more attractive, sustainable, safe and accessible. High quality design is not just about how a development is visually perceived but also whether it is successful in its context, functions well and contributes towards broader sustainability objectives.
- 8.6.2 The way buildings and spaces are designed has a direct impact on both the built and natural environment, and in turn users of that environment. Good design can help reduce and mitigate the impacts of climate change, promote healthier lifestyles, create safer places and make high quality and attractive places that create pride amongst residents and encourage further investment.

Policy DC6 - Quality of Place

Good design should be at the core of all development proposals having regard to the following principles:

1. Design and Layout

- a. Respect existing local character within the surrounding built environment, and where appropriate the landscape setting, having regard to density, street layouts, scale, height and massing;
- b. Contribute positively to the public realm and avoiding unnecessary street clutter;
- c. Provide for new open space and landscaping which enhances and/or provides mitigation against loss of biodiversity and assists with the physical and visual integration of new development (see Policies DC3 – DC5);
- d. Maximise the benefits of any waterfront locations, optimising views and natural surveillance of the waterfront and opportunities for public access to it (subject to complying with Policy ENV2 Flood Risk and Water Management);
- e. Encourage innovative design solutions that are appropriate to the local context;
- f. Ensure there is no unacceptable adverse impact on the amenity of neighbouring occupants or adjacent land users, including by reason of overlooking;
- g. Not result in unacceptable conditions for future users and occupiers of the development (see Policy ENV8); and
- h. Provide adequate and carefully designed storage for bins and recycling containers.

2. Materials

- a. Use a palette of high quality materials which are appropriate to the local context in all respects including: type, colour, texture, element size and laying pattern and avoid unnecessary and excessive patterning;
- b. Where contemporary materials are appropriate, use these in manner which respects the established character of the locality; and
- c. Wherever practical, use low embodied energy materials, including materials that are sourced locally or involve the appropriate reuse of existing resources through the conversion of existing buildings or reuse of demolished structures.

3. Movement and Accessibility

- a. Incorporate and promote sustainable methods of transport, including cycle routes, walking routes and good links to public transport;
- b. Design places which are not dominated by vehicular access or parking.
- c. Be inclusive and accessible to all and promote permeability by creating places that connect with each other and with existing services and are easy to move through.

4. Energy Efficiency

- a. Encourage the introduction of environmental design principles and climate change adaptation features in the orientation of buildings and spaces and other detailed design;
- b. Reduce energy and water use through appropriate design;
- c. Encourage the use of renewable/low carbon technology as appropriate.

5. Security

- a. Minimise the risk of crime through site layout, the promotion of well-defined routes, overlooked streets and places, high levels of activity and well-designed security features;
- b. Ensure that new open space is accessible, safe, overlooked and strategically located within the site;
- c. Incorporating Secured by Design principles, whilst ensuring that these are adequately balanced against other design principles and do not undermine the quality of development.

6. The Council expects masterplans and design codes to be used for larger sites and areas, in particular for proposed urban extensions, to ensure that a holistic approach is taken to the design and layout of new or existing areas. Such masterplans may be formally adopted as supplementary planning documents or they may take the form of less formal planning guidance/development briefs for a particular site.

7. Developers will be expected to adhere to any additional guidance produced by the Council relating to public realm in their development proposals.

8. The Council will support, wherever possible, adaptations to existing buildings, subject to balancing this with any other important policy imperatives. New buildings should be designed from the outset with all users in mind.

Why we have taken this approach

8.6.3 The National Planning Policy Framework (2019) emphasises the importance of good design in all development. Within the three overarching objectives of the planning system, paragraph 8(b) identifies a ‘well-designed and safe built environment, with accessible services and open spaces’ as a key part of the delivery of sustainable development.

- 8.6.4 Chapter 12 of the NPPF, 'Achieving well-designed places' provides more detailed guidance on design. Paragraph 125 states that plans should set out a clear design vision and expectations so that applicants have as much certainty as possible about what is likely to be acceptable. The use of design guides and design codes is also referred to in order to provide maximum clarity.
- 8.6.5 Warrington has a distinctive character and sense of place and it is important that new development responds positively to it. High quality design should be the focal point of all those involved in the development process and should, therefore, consider the wider character in addition to that of the site and its immediate context, to ensure that it reinforces the area in which it is located. Where there is opportunity to improve the area, the design should secure a positive new character, enhancing both its appearance and the way it functions.
- 8.6.6 Development should have due regard to the site and wider setting in respect to layout, movement and connections, scale and height, landscape character, townscape character and in their appearance both in terms of architectural quality and materials. Development should also ensure high levels of passive surveillance of streets, spaces and parking through the arrangement and design of buildings, streets and spaces and the activity within them. Boundary treatments and hard surfaces are equally important to successful design.
- 8.6.7 In rural areas, particular attention should be paid to landscape character, these will vary considerably within Warrington and new development should be designed with a distinctive sense of place in mind.
- 8.6.8 The choice of materials is important to any new development, including extensions and alterations to existing buildings. The choice of materials, their colour, texture and pattern of use has a major impact on the way a development looks and can help articulate and communicate a sense of quality and belonging. A limited and carefully selected palette of materials appropriate to the locality is most effective and the use of high quality durable materials will lead to the most sustainable and successful developments.
- 8.6.9 The Council intends to produce and publish a framework for the treatment of the public realm, particularly to ensure consistency in the Town Centre, but also throughout the Borough. This will include a pallet of surfacing materials and a suite of street furniture to ensure a reinforcement of place, consistency of materials, high quality products and ease of maintenance.
- 8.6.10 The Council will encourage and expect developers to proactively use 'Places Matter' design review when designing schemes for significant and sensitive development within the Borough. This will be particularly important for the Town Centre and Waterfront development areas.
- 8.6.11 Designing out crime and designing in community safety should be central to the planning and delivery of new development, as emphasised in paragraph 127 of the

NPPF. Section 17 of the Crime and Disorder Act 1998 requires all local authorities to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder.

- 8.6.12 One tool in helping to achieve this is 'Secured by Design' (SBD). SBD is an initiative managed by the Mayor's Office for Policing and Crime (MOPAC) on behalf of the UK police services which awards this accreditation to schemes which are designed and laid out to address a range of crime prevention initiatives.
- 8.6.13 Ease of access, movement and layout are fundamental parts of the design process and the achievement of sustainable development.
- 8.6.14 The Equality Act 2010 requires service providers to make reasonable adjustment where disabled customers or potential customers would otherwise be at a substantial disadvantage compared with non-disabled people. This can include making changes to the structure of a building to improve access and to provide auxiliary aids and services and making use of optional Building Regulations Requirement M4(2) and M4(3), Building for Life 12, or any updated standard in this regard.

Key Evidence

- National Planning Policy Framework (February 2019)
- Planning Practice Guidance (PPG)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Design and Construction SPD

Council Wide Strategies

- Conservation Area Management Plans
- Public Art Strategy

Delivery Partners

- Warrington and Co
- Police
- Private Sector Stakeholders
- Public Sector Stakeholders

9 Policies Relating to Objective W6

Objective W6: To minimise the impact of development on the environment through the prudent use of resources and ensuring development is energy efficient, safe and resilient to climate change and makes a positive contribution to improving Warrington's air quality.

9.1 Waste Management in Warrington

- 9.1.1 As a single Unitary Authority, waste arisings in Warrington are significantly lower than other sub-regional areas in the North West region. However, Warrington has been a major importer of substantial quantities of municipal and commercial and industrial wastes from outside the Borough for many years due to its location between the major conurbations of Merseyside and Greater Manchester and the presence of a number of strategic landfill sites.
- 9.1.2 These strategic landfill sites have been used for the disposal of wastes transported by road. This has been detrimental to the quality of life of residents of the Borough and the Council is committed to reducing the volume of imported waste into Warrington whilst supporting the principles of regional waste management self-sufficiency.
- 9.1.3 The Council commissioned a Waste Needs Assessment (Waste Arisings and Capacity Requirements Report, Urban Vision 2017) as part of its Local Plan Review, which provides estimates of the amount of waste likely to be generated in the Borough over the plan period; reviewed the capacity of existing and planned waste treatment facilities; confirmed cross boundary movements of waste; and provided an estimate of future gaps in waste management capacity.
- 9.1.4 The report provides a detailed assessment of the need for future waste management capacity over the plan period to 2037 for a number of recycling and growth options for the following waste streams:
 - Local Authority Collected Waste (LACW);
 - Commercial and Industrial (C&I) Waste;
 - Construction, Demolition and Excavation (CD&E) Waste;
 - Hazardous Waste;
 - Agricultural Waste;
 - Low Level (Non-Nuclear) Radioactive (LLR) Waste; and
 - Water Waste/Sewage Sludge.
- 9.1.5 Policy ENV1 sets out a clear approach and gives guidance on how development should respond to waste issues across the Borough.

Policy ENV1 - Waste Management

General Principles

1. The Council will promote sustainable waste management in accordance with the Waste Hierarchy. In working towards the prevention of waste, Warrington will seek to achieve a reduction in the amount of waste produced in the Borough and treat waste at as high a level of the waste hierarchy as practicable by providing appropriate and sustainable sites and/or areas for the management of waste.

Proposals for Waste Management Development

2. Dependant on the type of waste, proposals for waste facilities should be located:
- a. on redundant farm land (in the case of green waste and/or biological waste); or
 - b. on demolition and construction sites, where the inert waste materials are to be used on the construction project on that site; or
 - c. at existing permitted waste management sites or co-located with other waste management development; or
 - d. adjacent to or within the curtilages of Waste Water Treatment Works (in the case of biological waste); or
 - e. at mineral and landfill sites where waste material is used in conjunction with restoration or proposed waste operations are temporary and linked to the completion of the mineral/landfill operation; or
 - f. on areas of Previously Developed Land; or
 - g. in employment areas that are existing or allocated in the Local Plan for general industry (B2) and storage and distribution (B8) uses.

Any proposals that come forward on land use types not identified above will be assessed on their merits, based on the other policies in the Local Plan. Such locations will be considered less favourably than those set out within this Policy.

Built Facilities

3. Proposals for new built waste facilities should be focused on industrial estates and employment areas and will be required to meet the following criteria:

- a. Demonstrate the need for the facility, if there is clear conflict with other policies of the Local Plan;
- b. All waste processes and operations must be contained, processed and managed within buildings unless there are acceptable operational reasons why these processes cannot be contained within buildings;
- c. Proposals must accord with all other policies of the Local Plan in relation to the protection of the environment, public amenity and sustainable transport.

Where necessary, mitigation measures should be identified to ameliorate any negative impacts to an acceptable level.

Open Facilities

4. Proposals for new open waste facilities will be required to meet the following criteria:

- a. Demonstrate the need for the facility, if there is clear conflict with other policies of the Local Plan;

b. proposals must accord with all other policies of the Local Plan in relation to the protection of the environment, public amenity and sustainable transport.

Cumulative Impacts

5. Planning permission will be granted for waste management developments where the cumulative impact would not result in significant adverse impacts on the environment of an area or on the amenity of a local community, either in relation to the collective effect of different impacts of an individual proposal, or in relation to the effects of a number of developments occurring either concurrently or successively.

Restoration and Aftercare

6. Applications for waste management facilities that involve landfill/landraising will be permitted where the applicant can demonstrate that the site can be restored in a phased manner to a beneficial afteruse, with aftercare arrangements in accordance with the requirements of Policy ENV6.

Safeguarding Waste Uses

7. When determining applications for non-waste development, the Council will have regard to the potential adverse impact the proposed development might have on the future of a waste facility or waste allocation as a location for waste management in accordance with Policy INF3.

Why we have taken this approach

9.1.6 The National Planning Policy for Waste (NPPW) (Paragraph 2) states that when preparing their Local Plans, waste planning authorities should, to the extent appropriate to their responsibilities:

- ensure that the planned provision of new capacity and its spatial distribution is based on robust analysis of best available data and information, and an appraisal of options (avoiding spurious precision);
- work jointly and collaboratively with other planning authorities to collect and share data and information on waste arisings, and take account of:
 - i. waste arisings across neighbouring waste planning authority areas;
 - ii. any waste management requirement identified nationally, including the Government's latest advice on forecasts of waste arisings and the proportion of waste that can be recycled; and
- ensure that the need for waste management facilities is considered alongside other spatial planning concerns, recognising the positive contribution that waste management can bring to the development of sustainable communities.

9.1.7 Paragraph 3 requires Waste planning authorities, when preparing Local Plans, to identify sufficient opportunities to meet the identified needs of their area for the management of waste streams. Whilst Paragraph 4, indicates that Waste planning authorities should identify, in their Local Plans, sites and/or areas for new or enhanced waste management facilities in appropriate locations.

- 9.1.8 In respect of the planned level of growth, the Waste Needs Assessment (FOOTNOTE) identified that there is a surplus in capacity for recycling facilities for LACW and C&I Waste throughout the plan period, meaning that no additional facilities are required to process these wastes. However, Warrington's Waste Disposal Authority has identified that there will be a need for a Waste Transfer Station (WTS) to reduce the reliance on the existing transfer facility in the neighbouring Borough of Halton. The proposed facility will predominantly enable the collection and bulking of residual municipal solid waste (MSW), dry mixed recyclates (DMR) and commercial and industrial (C&I) waste as well as potentially green wastes, as well as road sweeper and gully clearing waste. Its development will meet an established need for a localised transfer facility, thereby removing the current reliance on waste to be transported outside of Warrington to the neighbouring Borough of Halton. The Council is in the process of seeking to identify a site for a WTS from land within our own ownership. If a site cannot be found from this source then the Council will look to identify a site from existing or proposed employment allocations.
- 9.1.9 The Council has undertaken a review of its Community Recycling Centres (CRC), which has identified a need for additional capacity in the south of the Borough. It is proposed to meet this need by closing the existing facility in Stockton Heath and providing a replacement facility in the new Garden Suburb that will have sufficient capacity to cater for the increased capacity required.
- 9.1.10 The Waste Needs Assessment also identified a small requirement for additional treatment capacity for LACW, C&I and C&D wastes that cannot be recycled during the plan period. However, it is difficult to assess the exact requirements as a number of facilities accept more than one type of waste and the small gap could be met by surplus treatment capacity that is currently available for CD&E waste should this be capable of meeting the need. This requirement will be kept under review.
- 9.1.11 A requirement has been identified for a facility to process and treat LACW and C&I Waste to produce RDF (or Solid Recovered Fuel (SRF)) for use in energy recovery. RDF/SRF is currently exported and used as a fuel outside the plan area. There are a number of un-built Energy-from-Waste facilities with planning permission and this requirement will be kept under review to assess to what extent these permitted sites are being built and able to meet any need.
- 9.1.12 There is an identified requirement for hazardous waste landfill during the plan period although it is anticipated that this waste will continue to be exported out of the area. In addition, there is an identified capacity requirement for non-hazardous landfill from 2018 and for inert landfill from 2031.
- 9.1.13 The extent of exports of these waste streams to landfill are outlined in the Waste Needs Assessment. However, the requirements for landfill capacity are not considered to be significant and the Council has liaised with other authorities under the DtC and all the authorities who receive elements of these waste streams have confirmed that they do not consider the quantities to amount to a strategic issue

that requires on-going discussions or that if they are considered to amount to movements of a strategic scale that they can be easily catered for within the consented capacity of the recipient facilities.

- 9.1.14 Warrington Borough Council takes an active role in the North West Waste Network (NWWN) and will continue to work in partnership with its neighbours in the region through this group to ensure that any cross boundary movements of waste can be accommodated.

Assessment Criteria – Built facilities/Open facilities

- 9.1.15 With the exception of a WTS to screen and bulk up LACW and a replacement CRC in the south of the Borough there is no specific need identified for waste management facilities in the Borough. Therefore, it is proposed to meet any future requirement for waste management facilities through a criteria based policy for both built and open (landfill) types of facilities should a need be identified.

Cumulative Impacts

- 9.1.16 Impacts from one development in any particular area may give rise to impacts that when controlled by mitigation are acceptable and do not give rise to any unacceptable adverse impacts. However, two or more developments of a similar nature within close proximity to each other may act together to cause impacts that are not acceptable, even with mitigation incorporated into the design for each development.
- 9.1.17 Proposals likely to have a significant effect on internationally important wildlife sites, will need to be assessed through consideration of the possible effects of any other plans and projects, as well as the minerals and/or waste development proposed.
- 9.1.18 The above policy requires cumulative impacts to be considered when two or more developments are potentially capable of causing significant effects on the environment (including climate change), biodiversity interests or on the amenity of the local community. It is also relevant where a new development may affect communities or the environment cumulatively with existing developments.

Restoration and aftercare

- 9.1.19 Paragraph 8 of NPPW requires that land raising or landfill sites are restored to beneficial after uses at the earliest opportunity and to high environmental standards. The requirements for restoration and aftercare are essentially the same for waste sites as they are for mineral sites. Policy ENV6 addresses this issue.

Safeguarding Waste Uses

- 9.1.20 The NPPW requires waste planning authorities to ensure that the impact of proposed, non-waste related development on existing waste management facilities, and on sites and areas allocated for waste management, is acceptable and does no prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities. The encroachment of non-compatible development near waste

management facilities has the potential to result in future difficulties regarding the operating of a waste site. Policy INF3 addresses this issue.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- National Planning Policy for Waste (Oct 2014)
- Waste Management Plan for England (Dec 2013)
- Waste Arisings and Capacity Requirements Report (2017)
- Waste Study and Policy Review (2017)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Delivery Partners

- Private Sector Stakeholders
- Public Sector Stakeholders
- Environment Agency
- United Utilities

9.2 Flood Risk and Water Management in Warrington

- 9.2.1 Water is a defining feature of Warrington's landscape, from the River Mersey flowing close to the Town Centre, to the man-made Canals and smaller watercourses that drain towards it. Within Warrington, the management of water resources is therefore a necessary part of everyday life.
- 9.2.2 Flooding can threaten life, disrupt the local economy and cause substantial damage to property in both urban and rural communities. Although flooding cannot be wholly prevented, the risk of flooding can be reduced and its impacts can be mitigated through good planning and management.
- 9.2.3 Effective land use management has become one of the most important ways to manage flood risks and improve community resilience. Sustainable development in the right locations can help reduce the quantity of water entering our river and drainage networks, improve water quality within the Borough and provide opportunities to enhance biodiversity, health and recreation.
- 9.2.4 Policy ENV2 Flood Risk and Water Management sets out a clear approach and gives guidance on how development should respond to flood risk and water management issues across the Borough.

Policy ENV2 - Flood Risk and Water Management

General Principles

1. Development should be focused towards areas at the lowest risk of flooding from all sources.
2. Sustainable water management measures must be integrated into developments to reduce flood risk across the Borough and to avoid adverse impacts on water quality and quantity.
3. New development should not result in increased flood risk from any source, or cause other drainage problems, either on the development site or elsewhere.
4. No development should take place within 8m of the top of the bank of a watercourse either culverted or open, or within 8 metres of a raised flood defence, such as a flood wall or a flood embankment, unless this approach is supported by the Environment Agency and Warrington Borough Council as the Lead Local Flood Authority.

Development proposals

5. The Council will only support development proposals where the risk of flooding has been fully assessed, understood and justified, with the implementation of appropriate mitigation measures where necessary.
6. A site specific Flood Risk Assessment is required for:

- a. development proposals of 1 hectare or greater in Flood Zone 1;
- b. any development proposals within Flood Zone 1, which has critical drainage problems (as notified to the Local Planning Authority by the Environment Agency);
- c. all proposals for new development (including minor development and change of use) in Flood Zones 2 & 3; and
- d. development proposals or a change of use to a more vulnerable class that might be susceptible to other sources of flooding.

7. The Flood Risk Assessment should also address, if required, the Sequential and Exceptions tests as set out in National Planning Policy, and should take into account all sources of flooding identified in the Warrington Strategic Flood Risk Assessment (SFRA).

8. The Council will require development proposals to:

- a. provide safe and clear access and egress routes in the event of a flood;
- b. manage surface water runoff to ensure that flood risk is not increased;
- c. use Sustainable Drainage Systems that reflect the principles set out in the adopted Warrington Sustainable Drainage Systems (SuDS) Design and Technical Guidance, unless it can be demonstrated that such techniques are impractical or would present an unacceptable pollution risk;
- d. provide compensatory storage where development is proposed in undefended areas of the floodplain;
- e. ensure that the layout and design of a site is considered to provide the opportunity to provide flood resilience measures and reduce flood risk within the development;
- f. apply a sequential approach at a site level to minimise risk by directing the most vulnerable development to areas of lowest risk;
- g. avoid the use of culverting and building over watercourses and where practical to re-open existing culverts;
- h. ensure that appropriate mitigation is included within the design of the development to make it safe for the future users of the site without adversely affecting others;
- i. ensure that developers have considered the impacts of climate change to ensure that the future users of the development are not put at additional danger of flooding, which may be exacerbated by climate change over the lifetime of the development. Climate Change allowances should be in accordance with the latest Government guidance;
- j. Consider the connectivity and condition of watercourses within the development and make improvements where required;
- k. Make an assessment of downstream watercourse to ensure their suitability and effectiveness; and
- l. have regard to the Sankey Catchment Action Plan when assessing flood risk and any appropriate mitigation measures.

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

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

10. The Council will expect surface water to be discharged in the following order of priority:

- a. An adequate soakaway or some other form of infiltration system.
- b. An attenuated discharge to surface water body.
- c. An attenuated discharge to public surface water sewer, highway drain or another drainage system.
- d. An attenuated discharge to public combined sewer.

11. Applicants wishing to discharge to public sewer will need to submit clear evidence demonstrating why alternative options are not available. The expectation will be for only foul flows to communicate with the public sewer.

12. Applicants will be expected to conform to the following discharge requirements unless site-specific policies indicate otherwise:

- a. On greenfield sites, applicants will be expected to demonstrate that the current natural discharge solution from a site is at least mimicked.
- b. On previously developed land, applicants will also be expected to follow the surface water hierarchy.
- c. Thereafter, any proposal based on a proposed reduction in surface water discharge from a previously developed site should target a reduction to greenfield run-off rate. A reduction of at least 30% will be sought on previously developed land, rising to a minimum of at least 50% in Critical Drainage Areas (as defined in Warrington's Strategic Flood Risk Assessment) or in areas susceptible to intermediate or high risk surface water flooding. In demonstrating a reduction, applicants should include clear evidence of existing positive operational connections from the site with associated calculations on rates of discharge.

13. Development proposals will be expected to incorporate sustainable drainage systems in accordance with the requirements of national planning policy. The preference will be for new development to incorporate infiltration based systems and thereafter surface level sustainable drainage systems with multi-functional benefits as opposed to underground tanked storage systems for the management of surface water. Applicants will need to submit clear evidence where surface level sustainable drainage features are not proposed.

14. Any development proposal which is part of a wider development / allocation should demonstrate how the site delivers foul and surface water drainage as part of a wider strategy having regard to interconnecting phases of development. It will be necessary to ensure the drainage proposals are part of a wider, holistic strategy which coordinates the approach to drainage between phases, between developers, and over a number of years of construction. Applicants will be expected to include details of how the approach to foul and surface water drainage on a phase of development has regard to interconnecting phases within a larger site. Infrastructure should be sized to accommodate flows from interconnecting phases and drainage strategies should ensure a proliferation of pumping

stations is avoided on a phased development. This will ensure a comprehensive approach to drainage and that any early phases of development provide the drainage infrastructure to meet the needs of any later interconnecting phases of development. In delivering drainage as part of a wider strategy, applicants will also be expected to ensure unfettered rights of discharge between the various parcels of development within a wider development to prevent the formation of '*ransom situations*' between separate phases of development.

15. Approved development proposals will be expected to be supplemented by appropriate maintenance and management regimes for surface water drainage schemes.

16. Applicants should consider what contribution landscaping proposals can make to reducing surface water discharge. This can include hard and soft landscaping such as permeable surfaces to reduce the volume and rate of surface water discharge.

Why we have taken this approach

- 9.2.5 The NPPF (2019) and the accompanying NPPG 'Planning Guidance on Flood Risk and Coastal Change' indicate that development should be directed to areas at the lowest risk of flooding. This sequential approach to the location of development aims to avoid, where possible, flood risk to people and property and to manage any residual risk, taking account of the impacts of climate change. To inform this approach, the Council has prepared a Strategic Flood Risk Assessment (SFRA) to support its Local Plan, drawing on information on all potential sources of flooding from the Environment Agency, the Lead Local Flood Authority for Warrington (WBC) and United Utilities.
- 9.2.6 Warrington is at risk from many different sources of flooding including, main rivers, ordinary watercourses, surface water runoff, sewer flooding and the residual risks associated with artificial water bodies such as the Bridgewater Canal, the Manchester Ship Canal and reservoirs. The canal effectively provides a floodwater bypass channel for Warrington.
- 9.2.7 The majority of Warrington is built on the floodplain of the River Mersey, with about three quarters of the urban area lying between 5 and 12 metres above sea level (AOD). The main source of flooding is the River Mersey and its five key tributaries, which flow through the centre of the Borough. The Manchester Ship Canal plays a vital role in managing fluvial flood risk along the Mersey. Although principally a navigation canal, the canal provides a floodwater bypass channel for Warrington, which significantly reduces the incidence of flooding from fluvial flows.
- 9.2.8 Surface water flooding is also a key flood risk consideration in Warrington. Surface water flooding includes surface water runoff (pluvial flooding), sewer flooding and flooding from groundwater. Whilst pluvial flooding from heavy rain fall can occur anywhere in the Borough, there are certain locations in Warrington where the probability and consequences of these mechanisms are more prominent.

- 9.2.9 As a Local Planning Authority, Warrington Borough Council will use the flood risk evidence collected through the SFRA and the Council's Surface Water Management Plan (SWMP) to avoid inappropriate development in areas at risk of flooding by directing development away from areas at highest risk. Where development is necessary, it should be made safe without increasing flood risk elsewhere. This should be carried out through the planning process, specifically during the development of the Local Plan.
- 9.2.10 Warrington Borough Council is working in partnership with the Environment Agency, Healthy Rivers Trust, Halton and St Helens Council as part of a catchment based approach, to produce the Sankey Catchment Action Plan.
- 9.2.11 This has the aims of reducing the reactive nature of the catchment by "Slowing the Flow" in the rural headwaters and filtering agricultural run-off; improving water quality and wildlife habitat, addressing issues in the urban areas of the catchment such as wrong connections and removing pinch-points that can contribute to poor water quality and localised flooding. Riparian development can make a significant contribution to slowing the flow by temporarily attenuating flood water.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC SFRA Level 1 & 2 (2018)
- WBC Sustainable Drainage Systems (SuDS) Design and Technical Guidance (2017)
- WBC Preliminary Flood Risk Assessment (2017)
- Sankey Catchment Action Plan (2018)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Council Wide Strategies

- Warrington Means Business

Delivery Partners

- Private Sector Stakeholders
- Public Sector Stakeholders
- Environment Agency
- United Utilities

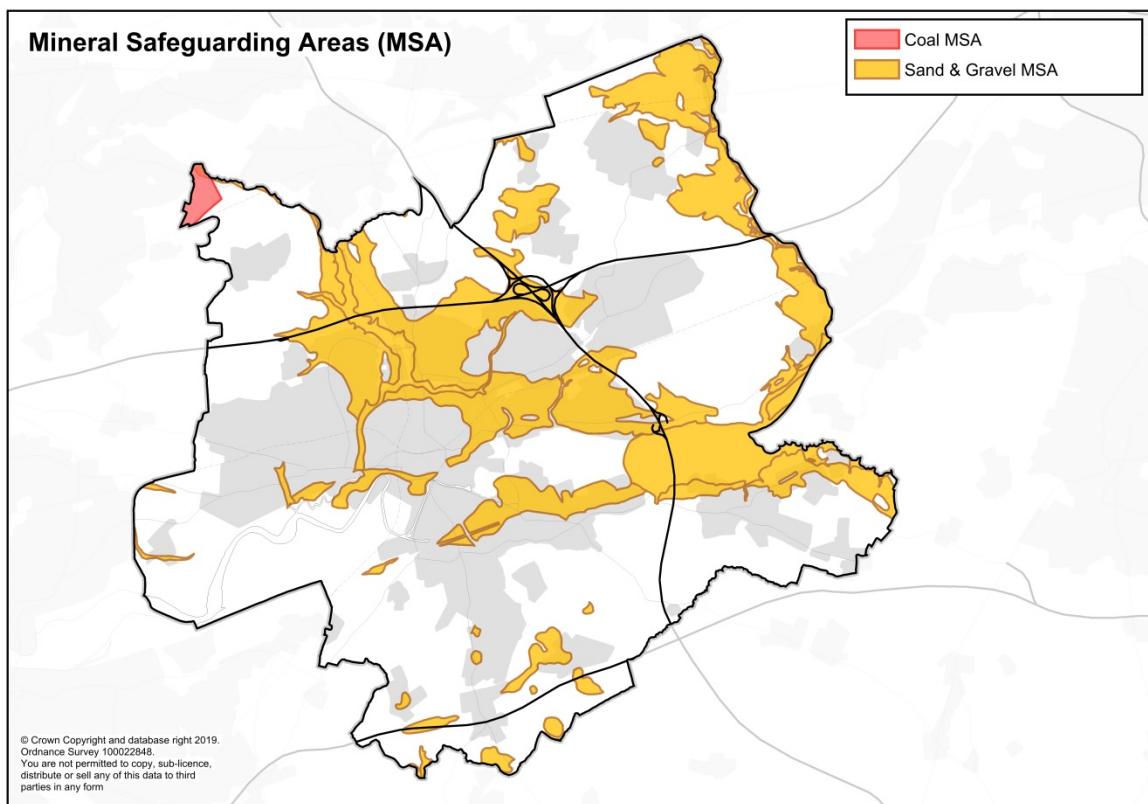
9.3 Planning for Warrington's Mineral Resources

- 9.3.1 The mineral resources of Warrington have been broadly grouped into the following categories in accordance with British Geological Survey (BGS) Report CR/05/090N:
- Superficial Deposits including glaciofluvial sand and gravel, river terrace sand and gravel, and sub-alluvial sand and gravel;
 - Peat;
 - Salt; and
 - Coal
- 9.3.2 Sand and gravel deposits within Warrington tend to be confined to superficial drift deposits of glacial origin in the Devensian period. Whilst, the deposits are fairly extensive, particularly in the east of the Borough and sand and gravel have been extracted in the past in this part of the Borough there are no working quarries at present.
- 9.3.3 In Warrington, planning permission was granted in 1995 for an extension to a permission to extract peat from waste deposited during the construction of the M62 at Frank's Farm, Culcheth. However, there have been no recent planning permissions for primary peat extraction.
- 9.3.4 Salt resources are found in the east of Warrington and occur within the Triassic Mercia Mudstone Group (Northwich Halite Formation). Although salt is extracted from this formation in nearby Cheshire, it is not currently exploited in Warrington.
- 9.3.5 The South Lancashire Coalfield lies concealed under much of Warrington. Coal seams are associated with Westphalian (Pennine Coal Measures) deposits but resources are generally buried beneath deposits of sandstones, up to 50m in depth in the north of the Borough and up to 1200m in depth in the south. Coal was previously extracted from beneath Warrington in workings that extended outwards from colliery complexes whose pitheads and surface development were located in the adjoining Borough of St Helens. There are no active collieries any more but there is an active coalbed methane site within Warrington associated with coal deposits.
- 9.3.6 Historically Warrington has played only a minor role in mineral production in the North West region and current minerals activity is fairly limited. The only quarry producing aggregate is a sandstone quarry at Southworth (Croft), which produces crushed rock aggregate. There is also some clay extraction in the Rixton area in the east of the Borough. There is an operational coalbed methane site where gas extraction is taking place at Doe Green. In addition, Peel Holdings have permitted development rights for sand dredging on the Manchester Ship Canal.
- 9.3.7 The majority of the Borough is covered by a total of five Petroleum Exploration and Development Licences (PEDL). The majority of Warrington is covered by a total of five PEDL (Numbers: 145, 193, 253, 273 and 276).

Mineral Safeguarding

- 9.3.8 Minerals are finite resources and their conservation and waste minimisation are important planning considerations. In order to conserve mineral resources every effort must be made to ensure that where practicable mineral bearing land is not sterilised by development and the value of mineral is identified for appropriate end uses. The Council's Mineral Resource Study (2017) sought to define the broad extent of Mineral Safeguarding Areas (MSAs) and mineral processing, management and transporting facilities.

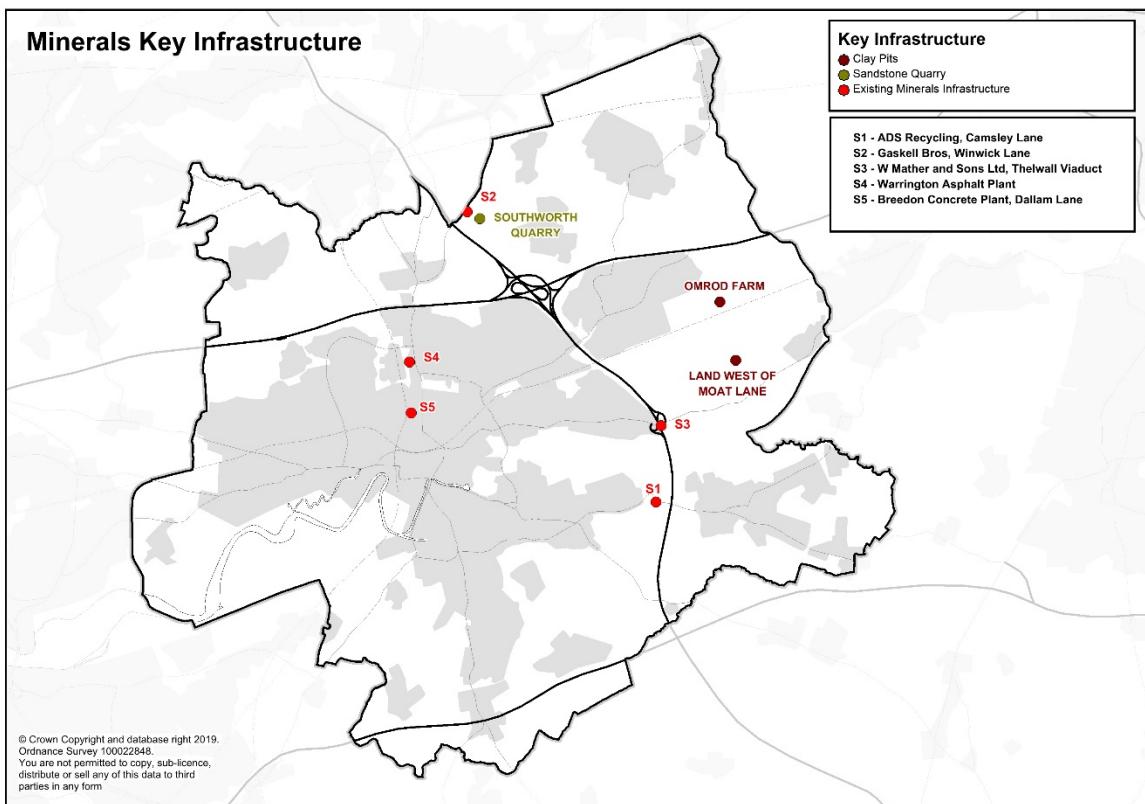
Figure 14 – Mineral Safeguarding Areas



- 9.3.9 In determining whether prior extraction is feasible an assessment of the mineral resource including detailed site investigations should be undertaken to identify the quality, quantity and extent of the resource, the economic viability of prior extraction and the proportion of the mineral to be used on-site and saleable aggregate. The assessment should also take account of the size, nature and need for the (non-minerals) development as well as the proposed phasing of operations and construction of the non-mineral development.
- 9.3.10 Important mineral related infrastructure will also be safeguarded. Key mineral infrastructure sites are shown on the Minerals Key Infrastructure Diagram (Figure 15). These include storage, handling and processing facilities (including facilities processing waste into aggregates). Applications for a non-mineral related use will be expected to demonstrate that the site has no realistic potential for the

development of mineral related infrastructure or no longer meets the needs of the minerals industry. Identification of these areas does not imply that any application for the working of minerals within them will be granted planning permission. Non-minerals development within the specified distance of an existing site or minerals related infrastructure should be required to demonstrate that it would not adversely affect the future use of the mineral or site/infrastructure.

Figure 15 - Minerals Key Infrastructure



- 9.3.11 Not all forms of development will result in the sterilisation of minerals, and the sterilisation effect of some development is considered minor. For example, urban areas have not been excluded from the MSA as larger redevelopments, areas of new development and urban extensions may present opportunities for mineral extraction; whereas an extension to an existing dwelling house would not.
- 9.3.12 Non-mineral development which is exempt from the requirements of safeguarding in Policy ENV3 are listed in the Table 8.

Table 8 - Non-mineral development exempt from the requirements of safeguarding

Types of development exempt from safeguarding
i) Applications for Householder development.
ii) Applications for alterations or extensions to existing buildings and for change of use of existing development which do not fundamentally change the scale and character of the building/use.
iii) Applications that are in accordance with the local plan where the plan took account of prevention of unnecessary mineral sterilisation and determined that prior extraction should not be considered when development applications in a Mineral Safeguarding Area came forward.
iv) Applications for Advertisement Consent.
v) Applications for reserved matters including subsequent applications after outline consent has been granted.
vi) Prior notifications (telecommunications; forestry; agriculture; demolition).
vii) Certificates of Lawfulness of Existing or Proposed Use or Development (Section 191) and Certificates of Lawfulness of Proposed Use or Development (Section 192).
viii) Applications for works to trees.
ix) Applications for temporary planning permission.
x) Applications for Conservation Area Consent.
xi) Applications for Listed Buildings Consent.
xii) Development within the urban area is excluded from a requirement to consider the MSA, except where the development is larger than 5ha.

Policy ENV3 - Safeguarding of Minerals Resources

Safeguarding Mineral Resources

1. Mineral Safeguarding areas (MSAs) are defined on the Policies Map.
2. Sand, gravel and shallow coal resources and sandstone and brickclay workings within the Minerals Safeguarding Areas will be protected from permanent sterilisation by other development.
3. Planning permission will be granted for non-mineral development within a Mineral Safeguarding Area, as defined on the Proposals Map, where it is demonstrated that:
 - a. the mineral is not of economic value or potential value, or does not exist; or
 - b. that extraction of the mineral would not be physically viable or practicable; or
 - c. the mineral can be extracted satisfactorily prior to the non-minerals development taking place without adversely affecting the viability or deliverability of the non-minerals development; or
 - d. the development is of a temporary nature that can be completed and the site returned to a condition that would not prevent future mineral extraction; or
 - e. material considerations indicate that the need for the development overrides the presumption for mineral safeguarding such that sterilisation of the mineral can be permitted following the exploration of opportunities for prior extraction; or

f. it constitutes development that is exempt from mineral safeguarding policy (See the list of exempt criteria in Table 8).

4. Planning applications for development within 250m of safeguarded areas will need to demonstrate that impacts, e.g. noise, dust, light and air emissions, that may legitimately arise from the activities taking place in safeguarded areas would not be experienced to an unacceptable level by occupants of the proposed development and that vehicle access to and from the area would not be constrained by the development proposed.

Safeguarding Minerals Infrastructure

5 Planning permission will only be granted for development that is incompatible with safeguarded minerals transportation, handling or processing facilities, where it is demonstrated that either:

- a. it constitutes exempt development as set out in Table 8; or
- b. it has been demonstrated that the capacity of the facility to be lost is not required; or
- c. replacement capacity, of the similar type, is available at a suitable alternative site, which is at least equivalent or better than that offered by the facility that it is replacing; or
- d. the development proposed would not prevent or unduly restrict the continued operation of the protected infrastructure; or
- e. material considerations indicate that the need for development overrides the presumption for safeguarding.

6. Planning applications for development within 250m of safeguarded facilities will need to demonstrate that impacts, e.g. noise, dust, light, vibration and air emissions, that may legitimately arise from the activities taking place at the safeguarded sites would not be experienced to an unacceptable level by occupants of the proposed development and that vehicle access to and from the facility would not be constrained by the development proposed.

Why we have taken this approach

9.3.13 Paragraph 204(c) of the National Planning Policy Framework (NPPF) states that MPAs should identify Mineral Safeguarding Areas (MSA) and adopt appropriate policies in their Plans. In addition to safeguarding mineral resources which may become of economic importance, paragraph 204(e) of the NPPF requires the council to safeguard existing, planned and potential minerals infrastructure such as; rail heads and wharfs; sites for the manufacturing of concrete and concrete products; and permanent facilities for the processing and distribution of substitute, recycled and secondary aggregate material.

9.3.14 National Planning Policy Guidance (NPPG) explains that safeguarding mineral resources should be defined in designated areas and urban areas where necessary to do so. For example, safeguarding of minerals beneath large regeneration projects in brownfield land areas can enable suitable use of the mineral and stabilisation of any unstable land before non-minerals development takes place. Applying the MSA based on the geological occurrence of minerals only would cover

a significant portion of the main urban area of Warrington north of the Manchester Ship Canal. Whilst, a significant amount of development is proposed within the existing urban area of Warrington, including a few large sites, analysis of the resources reveals that much of it has already been built on and sterilised by urban development in the areas where deposits occur.

- 9.3.15 Also, identifying the full extent of resources available and requiring prior extraction may place onerous requirements on developers and the Council to provide/assess data on mineral resources when applications for non-mineral development are made in the urban area when the housing and employment development is one of Warrington's priorities.
- 9.3.16 Therefore, in order to remove this burden, the policy only requires those proposed developments on sites of greater than 5ha within the urban area to undertake a mineral resource assessment. Other, smaller, developments within the urban area will not be required to consider prior extraction, although this does not preclude prior extraction should a developer consider this appropriate.
- 9.3.17 In addition, non-minerals development near a resource can result in sterilisation of that resource even where the development does not overlie the mineral. Therefore, a buffer will be applied around the MSAs to ensure that proposals for non-minerals development within a specified distance of a mineral resource must consider the potential for the sterilisation of the mineral occurring and the associated impacts. The following buffer zones will be applied around the resource:

Table 9 – Mineral Resource Buffer Zones

	Resource	Area to Safeguard	Buffer (metres)
Aggregates	Sand and Gravel	Superficial deposits: Sub-alluvial river terrace deposits Glaciofluvial deposits	250
	Sandstone	Southworth Quarry	500
Other	Clay	Clay workings near Rixton	250
	Shallow coal	Shallow Coal resource	250

- 9.3.18 Clay is currently extracted at a site 'West of Moat Lane' and planning permission exists for the future working of a site at Omrod Farm, both in the Rixton area, although the wider clay resource is not identified as a mineral resource by the BGS due to the fact that other outcrops are of variable quality and thickness. Therefore, the plan does not seek to safeguard clay as a general resource, but does safeguard the existing clay workings near Rixton.

9.4 Meeting Future Aggregate Requirements and Provision of Non-Aggregates

- 9.4.1 The MPAs of Greater Manchester, Merseyside, Halton and Warrington have co-operated as a single sub-region for the purpose of aggregates supply, reflecting their status as a single aggregate apportionment sub-region under MASS. The latest

LAA published in January 2018 (using data for the period to Dec 2016) indicates that the total reserves of crushed rock were 19.59 million tonnes at the end of 2016. This would provide for a total of 23.1 years of sales based on the average sales over the most recent 10-year period. However, the land bank for sand and gravel is estimated to have fallen below 7 years for the first time.

- 9.4.2 Whilst, no new specific sites which are suitable for mineral extraction have been identified (albeit that one site was promoted but when assessed found not to be suitable), BGS mineral resource information identifies fairly significant deposits of sand and gravel in the Borough.
- 9.4.3 Industrial minerals extraction, in the form of clay, takes place in the east of the Borough. Permission exists at three sites in this area 'West of Moat Lane', 'Omrod Farm' and 'Moss Hall Farm', all operated by Collier Industrial Waste Ltd (See Figure 15). Clay extracted from these sites is restricted to use as feedstock to the Cheshire Brickmakers factory. Significant reserves remain at 'West of Moat Lane' and 'Omrod Farm', however, the permitted reserves at 'Moss Hall Farm' have been worked out. Clay is currently extracted at the 'West of Moat Lane' site only. Adjacent to these workings is Chapel Lane Quarry, which is permitted to extract clay under an Interim Development Order (IDO) although it is not currently being worked.

Policy ENV4 – Primary Extraction of Minerals

Aggregate Extraction within Mineral Safeguarding Areas

1. Applications for the extraction and/or processing of sand, gravel or sandstone/gritstone within the MSAs identified on the Policies Map will be permitted where:

- a. The mineral is required to meet the required landbank of: i) at least 7 years for sand and gravel; or ii) at least 10 years for crushed rock; and
- b. the site contains adequate resources of the mineral, in terms of quality and quantity for extraction to take place; and
- c. The proposal accords with all other policies of the Local Plan in relation to the protection of the environment, public amenity and sustainable transport or demonstrates that other material considerations outweigh any policy conflict.

Aggregate Extraction outside Mineral Safeguarding Areas

2. Planning permission will be permitted for the extraction of aggregates outside Mineral Safeguarding Areas provided that:

- a. The developer can provide evidence to support the need for departure from the Mineral Safeguarding Areas identified: and
- b. the proposal meets the requirements of (a) to (c) above for extraction within Mineral Safeguarding Areas.

Non-Aggregates

3. Proposals for the development of non-aggregate minerals will be permitted provided that:

- a. The proposal accords with all other policies of the Local Plan in relation to the protection of the environment, public amenity and sustainable transport or demonstrates that other material considerations outweigh any policy conflict; and
- b. there are adequate resources of the mineral on site in terms of quality and quantity for extraction to take place.

Windfall Sites

4. Favourable consideration may also be given to proposals that can be demonstrated to be more sustainable than any available alternative, including:

- a. borrow pits to meet a specific demand not easily met from elsewhere;
- b. building stone quarries, including their need for stone to match the conservation and repair of heritage assets and also for local vernacular building;
- c. areas already subject to minerals extraction where the additional working will enable comprehensive exploitation of the reserves, or where the proposal achieves a more sustainable afteruse or a better restoration of the area.

Why we have taken this approach

Meeting future requirements

- 9.4.4 Paragraph 207 of the NPPF states that MPAs should plan for a steady and adequate supply of minerals and use the length of the landbank in its area as an indicator of when new permissions for aggregates extraction are likely to be needed. The minimum landbank for sand and gravel is 7 years and for crushed rock is 10 years. A landbank below these levels suggests that additional resources will need to be permitted, if acceptable applications are submitted.
- 9.4.5 The NPPF introduced a requirement for MPAs to prepare an annual Local Aggregates Assessment (LAA) based on a rolling average of 10 years sales data and other relevant local information and an assessment of all supply options. National Planning Practice Guidance explains that mineral planning authorities should also look at average sales over the last 3 years in particular to identify the general trend of demand as part of the consideration of whether it might be appropriate to increase supply.
- 9.4.6 In addition, paragraph 208 requires MPAs to plan for a steady and adequate supply of industrial minerals by ensuring that stocks of permitted reserves are provided to support investment in new and existing plant that utilise industrial minerals. National policy requires that a stock of permitted reserves of 25 years be provided for each works using brick clay. Significant reserves remain at 'West of Moat Lane'; 'Omrod Farm' and Chapel Lane Quarry to provide feedstock to the Cheshire Brickmakers factory. Therefore the Local Plan does not include allocations for additional reserves.

- 9.4.7 There are no identified sources of indigenous building stone within the Borough, however, Policy ENV4 allows for their extraction should any sources be identified.

Assessment Criteria – All Mineral Development

- 9.4.8 Most minerals developments are temporary but may be there for many years. Whilst these developments are essential for the community as whole, local communities close to them, or to their lorry routes, need to be protected from unacceptable impacts. This is also the case for environmental and heritage assets. Paragraph 204(f) of the NPPF states that MPAs should set out environmental criteria, in line with policies of the NPPF, against which planning applications will be assessed so as to ensure that permitted operations do not have unacceptable adverse impacts on the natural and historic environment or human health.
- 9.4.9 With regard to shale gas operations a large amount of waste water requiring treatment is often generated from these type of sites because of the limited drainage systems in the areas where they are located. This can result in a large number of vehicle movements transporting waste water. Any assessment of traffic generation and access arrangements should take account of these movements.
- 9.4.10 The location of mineral extraction areas is determined by the existence of the resource and is thereby restricted in achieving more sustainable transport options. In addition, minerals are a high bulk, low value commodity which generally restricts their use to locally based markets accessed by road based transport and the transportation of minerals by rail and water is generally only economic over longer distances and is dependent on network capacity and adequate loading and reception facilities.
- 9.4.11 Warrington is well served by the national rail network and the Manchester Ship Canal runs through the middle of the Borough. Much of the mineral resource is located in close proximity to these sustainable modes of transport. Therefore, in order to minimise the impact of large volumes of HGV movements, mineral related development should look to exploit opportunities for the use of these sustainable modes of transport.
- 9.4.12 Policy ENV4 addresses this requirement by requiring mineral related development both within and outside of MSAs to comply with all other policies of the Local Plan relating to the protection of the environment, public amenity and sustainable transport.

9.5 Energy Minerals

- 9.5.1 Petroleum Exploration and Development Licences (PEDL) allow for the pursuit of a range of oil and gas activities, subject to planning permission and other consents. The majority of Warrington is covered by a total of five PEDL (Numbers: 145, 193, 253, 273 and 276). It is not proposed to safeguard hydrocarbons themselves as their exact locations will only be determined through detailed exploration and

because the surface development associated with their extraction is flexible regarding its location.

- 9.5.2 A small area of shallow coal resource is identified in the north west of the Borough (See Figure 14). Coal is a nationally important resource and it is therefore proposed to safeguard the shallow coal resource.

Policy ENV5 – Energy Minerals

1. Proposals for energy minerals developments will be supported subject to the following criteria:

Exploration and appraisal of hydrocarbons

2. Planning permission will be granted for proposals for exploration and appraisal of oil and gas resources, within areas benefiting from a Petroleum Development Licence (PEDL), provided that:

- a. the site and equipment is sited at a location where it can be demonstrated that it will accord with all other policies of the Local Plan in relation to the protection of the environment, public amenity and sustainable transport; and
- b. the proposal provides for appropriate baseline monitoring prior to commencement of development; and
- c. the timely restoration and subsequent aftercare of the site is secured, whether or not oil or gas is found.

Commercial exploitation of hydrocarbons

3. Planning permission will be granted for proposals for commercial exploitation of oil and gas, provided that:

- a. a full appraisal programme for the oil or gas field has been completed; and
- b. the proposed location is the most suitable, taking into account environmental, geological and technical factors; and
- c. the cumulative impacts of the development of the gas field and essential associated infrastructure have been assessed; and
- d. proposals accord with all other policies of the Local Plan in relation to the protection of the environment, public amenity and sustainable transport.

4. Combined planning applications for more than one phase will only be considered if all relevant information, including environmental information, to support the full extent of the application is provided.

Coal

5. Planning applications for coal extraction will only be granted where;

- a. the proposal is environmentally acceptable; or
- b. can be made so by planning conditions or obligations; or, if not
- c. provides national, local or community benefits which clearly outweigh the likely impacts to justify the grant of planning permission.

6. For underground coal mining, potential impacts to be considered and mitigated for will include subsidence and the disposal of colliery spoil. Provision of sustainable transport will be encouraged, as will Coal Mine Methane capture and utilisation.

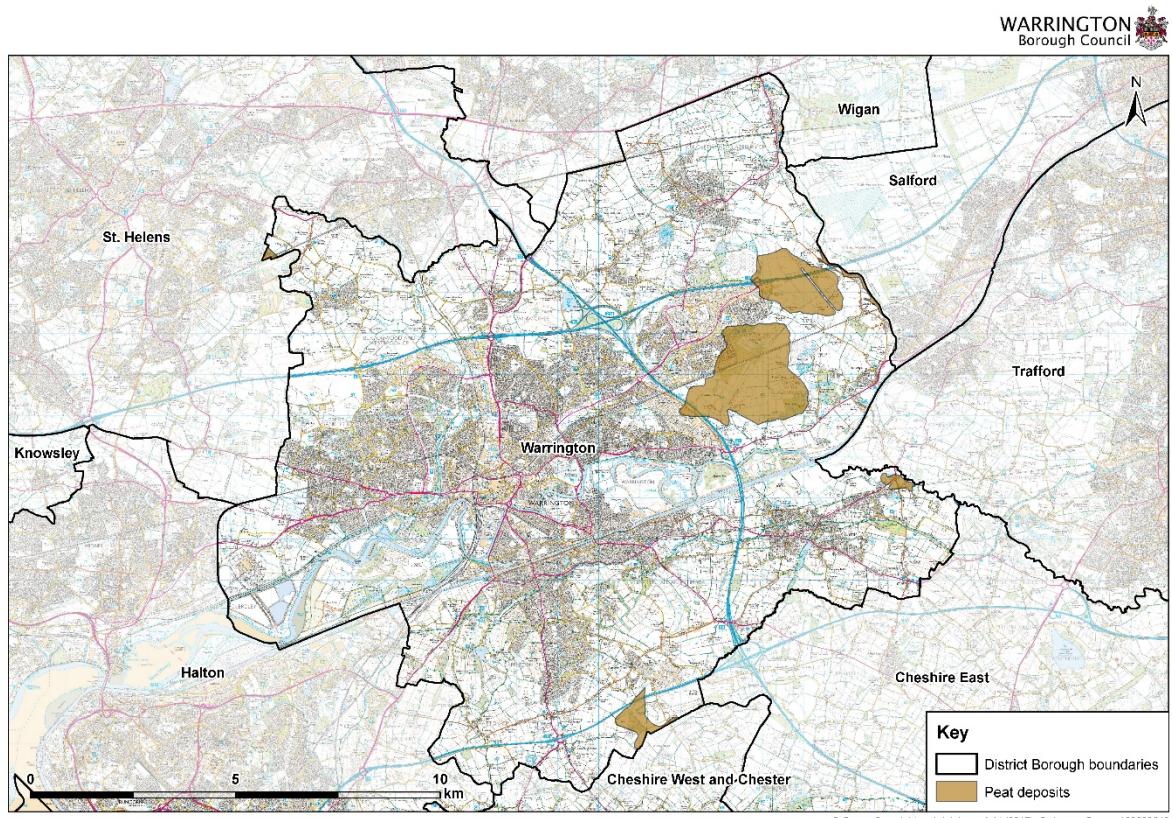
Peat

7. The Borough's peat resources will be protected. In line with national policy planning permission for new or extended sites for peat extraction will not be approved.

Why we have taken this approach

- 9.5.3 Paragraph 209(b) of the NPPF requires that Local Plan policy clearly distinguishes between and plans positively for the three different phases of oil and gas development. Thus Policy ENV5 provides separate criteria for the exploration and appraisal phases, compared to the exploitation phase.
- 9.5.4 Paragraph 209(d) requires that Local Plan policy indicate any areas where coal extraction and the disposal of colliery spoil may be acceptable. Whilst, paragraph 207(e), encourages the capture and use of methane from coal mines in active and abandoned coalfield areas.
- 9.5.5 In addition, paragraph 205(d) of the NPPF states that planning permission for peat extraction should not be granted.

Figure 16 – Peat Resources



Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Minerals Resource Study and Policy Review (2017)
- Joint Local Aggregate Assessment (Greater Manchester, Merseyside, Halton and Warrington) (2018)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Delivery Partners

- Warrington and Co
- Neighbouring Authorities
- Private Sector Stakeholders
- Public Sector Stakeholders

9.6 Restoration and Aftercare of Mineral and Waste Sites

9.6.1 It is particularly important that temporary development sites such as quarries, mineral working sites and waste landfill/landraising sites are properly restored and the measures taken to achieve this are appropriate. One of the key objectives of the Plan is to minimise the impact of development on the environment. Mineral extraction and processing and subsequent landfilling can have a significant impact on the natural environment. Nevertheless, the future use and aftercare of sites that have been extracted for their mineral resource and/or used for waste disposal can be restored and put to beneficial use once operations have ceased.

Policy ENV6 – Restoration and Aftercare of Mineral and Waste Sites

1. Applications for mineral extraction and/or landfill/landraising of waste sites will be permitted where they are accompanied by appropriate proposals for site restoration and aftercare. This should include the following:

- a. Details of the final restoration scheme and proposed future land use;
- b. Details of timescales for completion of restoration including details of completion of individual phases of restoration where a progressive restoration scheme is proposed;
- c. Details of aftercare arrangements that are to be put in place to ensure the maintenance and management of the site once restoration is complete; and
- d. Details of community liaison measures to be put in place during the operation of the site including mineral extraction (and/or landfilling/landraising), restoration and final land use.

2. In defining the future land use for the site, restoration should be geared towards improvement of final land use and should:

- a. Demonstrate to the satisfaction of the Local Planning Authority that the proposal is in accordance with all other policies of the Local Plan in relation to the protection of the environment, flood risk, public amenity and sustainable transport;
- b. Take account of the pre-working character of the site and its landscape setting where appropriate; and
- c. Where land is to be restored for agricultural or forestry, use appropriate restoration techniques to ensure that the land is capable of supporting such uses in the long term.

Why we have taken this approach

9.6.2 Paragraph 204(h) of the NPPF requires that planning policies ensure that land is reclaimed at the earliest opportunity, taking account of aviation safety and that high quality restoration and aftercare of mineral sites takes place. Therefore, in respect of proposals for mineral extraction the MPA will request details of the restoration and aftercare of the site.

9.6.3 The effective restoration of a site will often depend upon the identification and proper management of soil resources, prior to operations taking place, as well as during the restoration and aftercare phases. To establish the quality and quantity of

the soil resource the findings of a detailed survey will be required with an application, where appropriate.

- 9.6.4 To facilitate the earliest possible restoration and limit operational impacts, mineral workings should be subject to progressive extraction and restoration, wherever possible. The phased sequence of extraction and/or restoration should be provided at the application stage. The aim should be to achieve phased restoration to minimise the area of land disturbed and the total period of mineral working and/or landfill operations.
- 9.6.5 Following the final restoration of any land it should be placed in aftercare. The statutory minimum time for an aftercare period is 5 years but the MPA will seek to negotiate longer periods where this is necessary. Aftercare measures are required to ensure that the restoration is sustained and the site is returned to a beneficial use. These measures involve improving the structure, stability and nutrient value of soils, ensuring adequate drainage is available, maintenance of public rights of way, and securing the establishment and management of newly seeded and planted areas together with such other maintenance as may be necessary to bring the land back to its approved after-use.
- 9.6.6 The restoration of mineral workings provides an opportunity to return land either to its original use, or an alternative use of benefit to the local or wider community. A wide range of possible options exist for suitable after-uses following the completion of mineral working activities. These include:
 - creation or enhancement of biodiversity and geodiversity;
 - improvements to the landscape;
 - provision of recreational facilities and public open space;
 - creation of new woodland, including community woodlands;
 - creation of new water environments;
 - improved public access, including new public footpaths and bridleways; and
 - agriculture and food production.
- 9.6.7 Paragraph 170 of the NPPF requires planning policies to contribute to and enhance the natural and local environment, in particular by minimising the impacts on and providing net biodiversity gains. The restoration of mineral extraction sites offers significant opportunities to secure a net-gain in biodiversity and address past losses.
- 9.6.8 Paragraph 142 of the NPPF encourages LPAs to take opportunities to upgrade the landscape and provide for recreation and wildlife around towns and cities through the National Forest Strategy and Community Forests. Woodlands have a wide range of benefits recognised in the Government's 25 Year Plan to Improve the Environment (A Green Future: Our 25 Year Plan to Improve the Environment, DEFRA Jan 2018), which supports the creation of a new Northern Forest crossing the country, using the M62 corridor as its spine. Restoration proposals have the opportunity to support the existing partnership of Community Forests and the Woodland Trust to accelerate and further develop the Northern Forest.

9.6.9 To achieve satisfactory restoration to agricultural or forestry uses, topsoil and subsoil in sufficient quantities are required. In cases where insufficient soils exist on site, the applicant will need to make provision to ensure that adequate soils or soil making materials are available to restore the site satisfactorily. The manner in which soil materials are handled is also a key element of successful restoration, and details of the management of soils, including storage methods, timing and means of soil movements, and machinery to be used will be required.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- National Planning Policy for Waste (Oct 2014)
- Minerals Resource Study and Policy Review (2017)
- Waste Study and Policy Review (2017)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Delivery Partners

- Private Sector Stakeholders
- Public Sector Stakeholders
- Environment Agency

9.7 Renewable and Low Carbon Energy Development in Warrington

- 9.7.1 The Government has taken a number of steps to limit the UK's emissions of greenhouse gases through legally binding targets, both now and in the future. As part of an international effort the UK has been signed up to the Kyoto Protocol since 1995 and in 2016 ratified the Paris Agreement. The 2008 Climate Change Act commits the Government to reducing targeted UK greenhouse gas emissions by at least 80% in 2050 from 1990 levels.
- 9.7.2 The Council's Climate Change Strategy, Climate Local - A new Strategy for Climate Change in Warrington June 2013 - commits Warrington Borough Council to a continuing focus on climate change, for the benefit of those living and working in Warrington both now and in the future. We want to inspire, drive and support the community of Warrington in their actions to address climate change.
- 9.7.3 The Council's Climate Local Strategy outlines our intentions for our own estate, the emissions of our Borough and how we will look to adapt to climate change. To try to reduce the potentials effects of climate change we need to focus on ensuring we reduce our carbon emissions and protect our natural environment. One way of helping to achieving this goal is to ensure that new development is as energy efficient as possible and to support the provision of renewable and low carbon energy infrastructure.
- 9.7.4 Policy ENV7 sets out a clear approach and gives guidance on how development should respond to energy issues across the Borough.

Policy ENV7 - Renewable and Low Carbon Energy Development

Renewable/Low Carbon Energy Infrastructure

1. Proposals for development that would produce and/or distribute low carbon or renewable energy will be permitted provided that they satisfy the requirements of other relevant Plan policies and would not result in unacceptable harm to the local environment. The Council will have regard to any environmental, social and/or economic benefits that the proposals would provide, and their number, scale, siting, design and any cumulative impact in conjunction with other proposals.
2. In assessing low carbon and renewable energy proposals, the Council will give positive weight to initiatives which are community-led or where there are direct benefits to the local community through their involvement.

Renewable/Low Carbon Energy in New Development

3. Proposals for new development for housing, employment or other uses will be required to minimise carbon emissions.
4. Major residential development (11 units or more) in all locations outside of the strategic allocations will be required to meet at least 10% of their energy needs from renewable and/or other low carbon energy source(s).

5. Major commercial/employment development (gross internal floor area of 1,000 sqm or more or a site area of 1 hectare or more) in all locations outside of the strategic allocations will be required to minimise carbon emissions and demonstrate what energy efficiency measures and/or low carbon technologies have been considered and the reductions that can be achieved when measured against the current building regulations at the time that the application is submitted.
6. In the strategic housing and employment allocations as defined in Policies MD1 to MD4 and OS1 to OS9 and identified on the Key Diagram/Polices Map the Council will seek to reduce carbon emissions and maximise opportunities for the use of decentralised energy systems that would use or generate renewable or other forms of low carbon energy. In these locations all development will be required to establish, or connect to an existing, decentralised energy network unless this is shown not to be feasible or viable, in which case development will be required to;
- a. make provision to enable future connectivity in terms of site layout, heating design and site-wide infrastructure design; and
 - b. to ensure that at least 10% of their energy needs can be met from renewable and/or other low carbon energy source(s).
7. Large scale schemes that would generate a significant source or demand for heat should be supported by evidence considering the feasibility of serving the development by means of a district heating system.

Why we have taken this approach

Renewable/Low Carbon Energy Infrastructure

- 9.7.5 One of the core principles of the National Planning Policy Framework is to support the transition to a low carbon future in a changing climate and encourage the use of renewable and low carbon energy resources (Paragraph 148). It indicates that planning has a key role to play in the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable.
- 9.7.6 Paragraph 151 of the NPPF states that to help increase the use and supply of renewable and low carbon energy and heat, plans should:
- have a positive strategy to promote energy from renewable and low carbon sources that maximises the potential for suitable development, whilst ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts;
 - consider identifying suitable areas for renewable and low carbon energy sources and supporting infrastructure, where this would help secure the development of such sources

- identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
- 9.7.7 Whilst, paragraph 152 indicates that local planning authorities should support community-led initiatives for renewable and low carbon energy, including developments outside such areas being taken forward through local plans or other strategic policies that are being taken forward through neighbourhood planning.
- 9.7.8 Increasing the amount of energy from renewable and low carbon technologies will also help to make sure the UK has a secure energy supply, reduce greenhouse gas emissions to slow down climate change and stimulate investment in new jobs and businesses.
- 9.7.9 Proposals for renewable energy related development can in some instances have a significant effect on the local area. For example, large scale renewable energy developments are likely to be prominent in the landscape. In such cases the Council will carefully weigh up the environmental, social and economic benefits of the proposals against any effects on the local area, such as impacts on landscape character; heritage assets or the Green Belt, contained in other policies in the Plan. The NPPF recognises that many forms of renewable and low carbon energy related developments will constitute inappropriate development in the Green Belt, requiring the developer to demonstrate that very special circumstances exist in order for projects to be allowed. The wider environment benefits associated with increased production of energy from renewable sources may constitute one such benefit to the environment (Paragraph 147).
- 9.7.10 Planning permissions for renewable energy schemes will, in most cases, be conditioned to require the removal of infrastructure and reinstatement of the development site should the development cease to be operational and where it is not feasible for the infrastructure to be re-used thereafter.
- Wind Energy
- 9.7.11 National planning guidance indicates that proposals involving one or more wind turbines should not be considered acceptable unless they are in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan and (following consultation) it can be demonstrated that the planning impacts identified by the affected local community have been fully addressed and the proposal has their backing.
- 9.7.12 Policy ENV7 has been informed by an evidence based study prepared for the Liverpool City Region (The Liverpool City Region Renewable Energy Capacity Study, ARUP 2010), which assessed the potential for various forms of renewable energy across the sub-region and investigated the spatial opportunities and constraints in the individual local authority areas. Although it identified some areas of search for large scale wind energy development, none of these were in Warrington Borough. Therefore, no areas for wind energy development have been designated in this

Plan. The Council acknowledges, however, that some forms of wind energy development may be acceptable within the Borough. In such cases the applicant would need to demonstrate that their development is technically feasible and acceptable taking into account factors such as wind speed, environmental and landscape designations and proximity to sensitive receptors such as residential properties and heritage assets. All proposals will be expected to comply with all relevant criteria set out in other policies of this Plan and national policy.

Use of low carbon and renewable energy in new housing and employment sites

- 9.7.13 The Building Regulations set out requirements concerning the conservation of fuel and power in buildings. However, to support the transition to a low carbon economy it is also necessary to encourage the greater use of renewable and low carbon energy in new development.
- 9.7.14 For this reason Policy ENV7 encourages use of renewable and low carbon energy as appropriate in all new major development proposals. It requires that at least 10% of energy needs in major residential schemes in all locations should be met from renewable and/or other low carbon energy source(s) and that major commercial/employment development in all locations should seek to minimise carbon emissions in recognition of the fact that many commercial schemes have low electricity demands but often have higher heating and cooling demands that are often better met by improved energy efficiency measures in the building fabric.
- 9.7.15 In respect of Warrington the Renewable Energy Study (footnote) identified combined heat and power and district heating networks as the most suitable and viable solutions for achieving significant reductions in CO₂ emissions as there are relatively small but identifiable heat loads with potential for others to come forward in the future during the plan period. In addition the study identified that, as the Building Regulations are progressively tightened, developers will be dependent upon having access to decentralised energy networks in order to achieve the low carbon targets. These are generally more viable and feasible in larger developments.
- 9.7.16 The long-term ambition is to deliver a strategic district heating network across the Borough. The Council recognises that the opportunities for installing such a network across existing communities, is for the most part, beyond the scope of planning. Therefore, Policy ENV7 requires the larger strategic allocations to install their own network, which can later be connected up to a larger network, where it can be demonstrated that this is the most feasible and viable renewable or low carbon energy option. Alternatively, development can be designed to be able to connect to a scheme once such a network is in place and to be designed to be compatible with future networks, in terms of site layout, heating and site-wide infrastructure design or to provide at least 10% of a schemes energy demands from renewable and/or other low carbon energy source(s).
- 9.7.17 Developers will be required to undertake detailed work to assess the feasibility of opportunities for decentralised energy networks in the strategic locations identified

in the strategic policies and on the key diagram. Some types of development such as some manufacturing operations can generate a significant amount of heat as a by- product or have a need for a significant amount of heat. Schemes that would generate a significant source or demand for heat should be supported by evidence considering the feasibility of serving the development by means of a district heating system.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Liverpool City Region - Renewable Energy Capacity Study (2010)
- Landscape Character Assessment (2007)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Council Wide Strategies

- Climate Local - A new Strategy for Climate Change in Warrington (2013)

Delivery Partners

- Private Sector Stakeholders
- Public Sector Stakeholders
- Developers promoting sites for residential development
- Environment Agency
- United Utilities

9.8 Environmental and Amenity Protection in Warrington

- 9.8.1 Excessive levels of air, land, noise, vibration, light and water pollution have the potential to have an adverse impact on environmental quality, health and wellbeing. It is therefore essential to ensure that, wherever possible, all forms of pollution are considered, managed and mitigated against as part of the development process.
- 9.8.2 The Council, through its various strategies and action plans, is committed to delivering environmental and amenity improvements across the Borough. The Local Plan plays a key role in implementing these improvements, ensuring that the environment and both existing and future residents/occupiers are not, as far as possible, affected by major existing or potential sources of pollution.

Policy ENV8 - Environmental and Amenity Protection

General Principles

1. The Council requires that all development is located and designed so as not to result in a harmful or cumulative impact on the natural and built environment, and/or general levels of amenity.
2. Development proposals, as appropriate to their nature and scale, should demonstrate that environmental risks have been evaluated and appropriate measures have been taken to minimise the risks of adverse impacts to air, land and water quality, whilst assessing vibration, light and noise pollution both during their construction and in their operation.

Air Quality

3. The Council will seek to ensure that proposals for new development will not have an unacceptable negative impact on air quality and will not further exacerbate air quality in the Council's designated Air Quality Management Areas (AQMA); or will contribute to air pollution in areas which may result in further areas being designated.
4. New development that would result in increased traffic flows on the M62 past Manchester Mosses Special Area of Conservation (SAC) of more than 1000 vehicles per day or 200 Heavy Goods Vehicles (HGVs) per day must be accompanied by evidence identifying whether the resultant impacts on air quality would cause a significant effect on ecological interests within the SAC. Where such effects are identified they would need to be considered in accordance with Policy DC4.
5. Development proposals for sensitive end uses (including but not limited to residential, schools, nurseries, hospitals) are not desirable where they are located in areas of poor air quality including AQMA, unless a suitable assessment, review and identification of mitigation to lessen the effects on future site users is provided. An air quality assessment will be required where a development may place new sensitive receptors in areas of poor air quality; and/or that may lead to a deterioration in local air quality resulting in unacceptable effects on human health, and/or the environment.

Land Quality

6. The Council will ensure that any development proposals on or adjacent to potentially contaminated land or ground instability or that have a sensitive end use, are suitable for their intended use. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.
7. Development proposals on land that is (or suspected to be) affected by contamination or ground instability or has a sensitive end use must include an assessment of the extent of the issues and any possible risks. Development will only be permitted where the land is, or can be made suitable for the proposed use.
8. Development proposals will need to demonstrate that any loss of the Borough's best and most versatile agricultural land will be minimised.

Water Quality

9. Development proposals will not be permitted where it would have an adverse effect on the quality or availability of groundwater resources, watercourses or water bodies.

Noise Pollution

10. The Council encourages consideration for noise and acoustic mitigation during early stages of design, having regard for layout, siting and internal features.
11. Developments which are noise sensitive end uses near to busy roads or noisy existing businesses will need to demonstrate with any application that appropriate mitigation can be employed and implemented to prevent adverse impacts on health and quality of life for future site users. Such developments need to consider and implement the 'agent of change' principle in accordance within the NPPF.
12. New developments should not place unreasonable restrictions on existing businesses or business activities through the restriction of activities, prohibition of works or otherwise.
13. Development proposals generating noise which is likely to create adverse impacts on health and quality of life and which cannot be mitigated and/or controlled through the use of conditions or through pre-existing effective legislative regimes, will not be permitted.

General Amenity Protection

14. Where development is considered to be appropriate but may still have impacts on the following environmental considerations, in addition to those detailed above, the Council will consider the use of conditions or planning obligations to ensure any appropriate mitigation or compensatory measures are secured:
 - a. Levels of odours, fumes, dust, smoke, insects, litter accumulation, and refuse collection/storage;
 - b. Levels of light pollution and impacts on the night sky;

c. The need to respect living conditions of existing neighbouring residential occupiers and future occupiers of new housing schemes in relation to overlooking/loss of privacy, outlook, sunlight, daylight, overshadowing, noise, vibration and disturbance;

d. The need to protect existing occupiers and operators in the surrounding area from new development and its potential impacts;

e. The effect and timing of traffic movement to, from and within the site and car parking including impacts on highway safety;

f. The ability and the effect of using permitted development rights to change use within the same Use Class (as set out in the Town and Country Planning (General Permitted Development Order) without the need to obtain planning consent.

15. Detailed assessments may be required to address any of the above criteria and will need to be submitted to the Council for approval. Where necessary information from assessments is absent to enable consideration of a specific matter, conditions may be recommended or the application refused based on lack of supporting information.

16. Additional guidance to support the implementation of this policy is provided in the Design and Construction and Environmental Protection Supplementary Planning Documents.

Why we have taken this approach

- 9.8.3 The National Planning Policy Framework (NPPF) emphasises the importance of protecting the environment and human health through the planning system and by minimising pollution and other adverse effects on the local and natural environment.
- 9.8.4 The NPPF (2019) states that in preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment. Paragraph 170 states that planning policies should seek to enhance the natural and local environment by:
- Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability; and
 - Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 9.8.5 The Council is committed to reducing the exposure of people in Warrington to poor air quality in order to improve the health and wellbeing of all residents. Whilst the majority of Warrington has good air quality, there are areas close to the major roads and the Town Centre that have raised pollution levels and are of concern. We continue to review pollution levels and will designate AQMAs where there is a risk that national limits may be exceeded. The latest air quality data and the information on AQMAs are contained within the Council's Annual Status Reports (ASRs). Development should consider and support, the measures and objectives set out in the Council's Air Quality Action Plan (AQAP). Details of Warrington's AQMAs, ASRs

and AQAP can be found on the Council's website www.warrington.gov.uk/airquality. The Council's approach and advice for developers in dealing with air quality requirements is set out within the Council's Environmental Protection SPD.

- 9.8.6 The Manchester Mosses Special Area of Conservation (SAC) has been identified as being at risk of harm from increased air pollution caused by traffic. For this reason, all proposals for development that would cause an increase in traffic levels that would exceed one or both of the thresholds in clause 4 of Policy ENV8 must be accompanied by sufficient evidence to enable the effects upon the SAC to be assessed. Any significant effects would need to be addressed in line with Policy DC4.
- 9.8.7 Warrington has a rich industrial heritage which has provided the foundations for its economic development. The legacy of past manufacturing, engineering and industrial processes has resulted in the potential for residual contamination of sites across the Borough. Certain types of contamination are known to be hazardous to human health, property and the wider environment. Typical causes of land contamination include previous industrial or commercial usage, mining, and the landfilling of wastes. Land may also become contaminated due to its close proximity to contaminated areas. Contaminating substances include metals, organic substances, ground gases and high/low pH. The Council's approach and advice for developers in dealing with contaminated land and remedial requirements are set out within the Council's Environmental Protection SPD.
- 9.8.8 Improvements in water quality and control of water pollution are the responsibility of the Environment Agency (EA) and United Utilities (UU). The Council is responsible for managing development likely to have a detrimental effect on the Borough's watercourses and other water features, and it can support measures to raise water quality standards. The Council will work closely with the EA and UU where necessary to ensure the protection of these water resources.
- 9.8.9 National guidance sets out what levels of noise are considered acceptable within the Noise Policy Statement for England (NPSE). Further information, including reference to relevant British Standards, can be found in the Council's Environmental Protection SPD. Noise and acoustic mitigation should always be designed into developments from the outset considering layout, siting and internal design. Sensitive development near to significant noise sources or in noise mapped areas or important areas (noise) will often require acoustic mitigation to be implemented fully prior to use, where this is acknowledged from the outset of the design stage the implementation is often easier and less costly.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Policy Guidance (PPG)
- Noise Policy Statement for England (NPSE)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- WBC Design and Construction SPD
- Environmental Protection Supplementary Planning Document (EP-SPD)

Council Wide Strategies

- Air Quality Annual Status Report
- Air Quality Action Plan
- Draft Local Transport Plan (LTP4)
- Contaminated Land Inspection Strategy

Delivery Partners

- Private Sector Developers
- Warrington & Co
- United Utilities
- Environment Agency
- HSE

SITE ALLOCATIONS

10 Main Development Areas and Site Allocations

10.1 Warrington Waterfront

- 10.1.1 Warrington Waterfront, extending from the south west of the Town Centre to the Manchester Ship Canal, will be developed as a new urban quarter of Warrington, taking advantage of its waterside setting. It will provide around 2,000 new homes and a major employment area, incorporating a multi-modal port facility at Port Warrington and a new Business Hub. The urban quarter will provide an extension of Warrington Town Centre and its proximity to Bank Quay station will support high density residential development.
- 10.1.2 The new residential and working community will be supported by:
- A new primary school
 - A local centre comprising local shops, a new health facility and other community facilities.
 - A major new country park at Arpley Meadows and significant enhancements to Gatewarth country park
- 10.1.3 Homes in the Waterfront will be built at a relatively high density reflecting the proximity of the Town Centre and easy access to public transport services. This will make the area attractive to young people and young families who are looking for their first home. The provision of local services and the new local centre will also make it suitable for supported housing for older people.
- 10.1.4 Port Warrington will provide an opportunity for an extended state of the art Port Facility, enabling Warrington to take advantage of the increased use of the Manchester Ship Canal for freight linked to investments at the Port of Liverpool and opportunities for port related manufacturing and port centric logistics and distribution. It will attract businesses to Warrington who will benefit from a port-side location and create a large number of jobs for Warrington residents. Its location provides a unique opportunity in the longer term to connect the Ship Canal to the rail network as well as the strategic road network, providing a more sustainable transport solution than traditional road to road freight distribution.
- 10.1.5 Located between the Port and new residential community, the New Business hub will provide a range of flexible employment space suitable for businesses with connection to the Port. It will also provide space for small and medium sized enterprises looking to establish and grow their business in Warrington.
- 10.1.6 The Waterfront will be designed to support walking and cycling for local trips. It will benefit from the new Western Link and improved public transport to enable access between the Waterfront and the Town Centre, Bank Quay Railway station and onwards to the wider Warrington area via the existing wider strategic highway and public transport network.

- 10.1.7 The Waterfront will link into Warrington's wider Green Infrastructure Network. Waterfront residents, Waterfront employees and residents from the wider area will have easy access to Arpley Meadows County Park (comprising the former tips at Arpley and Gatewarth and adjoining areas), a major recreational and ecological resource.
- 10.1.8 The overall Waterfront area will be designed to ensure Port Warrington and the Business Hub do not impact upon the amenity of the new residential community and existing communities, including those on the southern side of the Manchester Ship Canal in Halton.
- 10.1.9 Development will preserve and enhance the setting of nearby heritage assets, in particular it will contribute to the enhancement of the Bank Quay Transporter Bridge.
- 10.1.10 Development cannot come forward until the funding and the programme for the delivery of the Western Link have been confirmed. This means the first homes are anticipated to be completed in 2023/24 with the first phases of Port Warrington and the Business Park following shortly afterwards. The Waterfront will be completed in full by the end of the Plan period in 2037.
- 10.1.11 Agreement of mitigation for the loss of part of Moore Nature Reserve will be required before any development at Port Warrington is permitted. The mitigation package will ensure a net gain in biodiversity with new and improved habitat for local wildlife to be created within and in close proximity to the Waterfront area, including at the new Country Park.
- 10.1.12 Community infrastructure will be required in the early phases of development to ensure new residents and workers have access to essential local services.
- 10.1.13 The development concept diagram provides a definitive boundary of the site allocation and illustrates some of the key development principles set out in the allocation Policy. The final form of development will be determined through the preparation of a comprehensive masterplan incorporating a green infrastructure strategy.

Policy MD1 - Warrington Waterfront

MD1.1 Key Land Use and Infrastructure Requirements

1. Warrington Waterfront will be allocated as a new urban quarter to deliver around 2,000 new homes and a major employment area, incorporating an enlarged multi-modal port facility and a business hub.
2. In order to facilitate development, the southern section of the allocation site, comprising the 2 employment sites, will be removed from the Green Belt.

3. The new residential and employment development will be supported by the following range of infrastructure:

- a. A range of housing tenures, types and sizes, including affordable homes and a residential care home (Use Class C2) providing a minimum of 80 bedrooms.
- b. A two form entry primary school
- c. A mixed use local centre providing
 - a health facility and
 - a range of units within Use Classes A1, A2, A5 and D1 up to 500 sq.m.
- d. A new Country Park of a minimum of 160ha
- e. Provision of a minimum of 19.41ha of public open space, including a range of smaller areas of open space within the residential development to serve the new community in accordance with the Council's open space standards.
- f. Provision of playing pitches (either on-site or a contribution towards off-site provision).
- g. A comprehensive package of transport improvements.
- h. A contribution towards additional secondary school places
- i. A contribution towards built leisure facilities
- j. A contribution towards strategic transport infrastructure (The Western Link)
- k. Landscape buffers and ecological mitigation and enhancement
- l. Flood mitigation and drainage including exemplary sustainable drainage systems (SuDS) with only foul flows connecting to the existing public sewer.

MD1.2 Delivery and Phasing

4. The Council will require the preparation of a masterplan for the entire site allocation together with a delivery strategy and phasing plan in order to ensure comprehensive and coordinated development.

5. The masterplan must conform to the requirements of this policy and be subject to consultation with statutory consultees and the local community.

6. The masterplan must be informed by a Green Infrastructure Strategy, a site wide Foul and Surface Water Strategy, a site wide Clean Water Strategy and a Transport Assessment.

7. The masterplan will provide the basis for subsequent planning applications for individual phases of development.

8. No development will be permitted until funding has been secured and a programme of delivery has been confirmed for the Western Link.

9. The first operation/use of the expanded Port Warrington will be not be permitted until the expansion of either the berth or the rail freight connection has been completed and a programme for the implementation of the subsequent berth extension or railway infrastructure has been confirmed.

10. Approval of a plan of mitigation for the loss of part of Moore Nature Reserve will be required before any application for the development of Port Warrington is permitted.

11. Full details of the programme and funding for delivery of the primary school, health centre, public open space and other necessary infrastructure will need to be agreed by the Council before the first phase of the development is permitted to come forward.

MD1.3 Detailed Site-specific Requirements

New Homes

12. A range of housing tenures, types and sizes, as identified in Policy DEV2, should be provided in order to ensure development contributes to meeting the Borough's general and specialist housing needs.

13. In accordance with Policy DEV2 a minimum of 30% of homes should be affordable.

14. The new urban quarter should provide a range of homes to meet different needs. Higher density and larger scale development should create an attractive waterside frontage. New homes may be particularly suitable for younger people and young families, whilst a proportion of homes should be provided as supported housing suitable for older people.

15. Specific provision should be made for a residential care facility providing a minimum of 80 bed spaces. This should be located within or in proximity to the local centre.

16. To reflect the site's urban location and proximity to the Town Centre, the residential development should be constructed to an average minimum density of 50dph, with opportunities for higher densities throughout the site.

Employment

17. 78ha of land, including the existing established Port Warrington site which equates to 15ha, will be removed from the Green Belt immediately to the north of the Manchester Ship Canal at Port Warrington for port expansion and related uses (primarily B8 but also potential for B2). The Port will provide around 185,000 sq.m. of employment floorspace.

18. 32ha of land will be removed from the Green Belt to provide a new Business Hub comprising a range of B1, B2 and B8 uses, alongside ancillary uses of an appropriate scale and nature to service the employment area as a whole. The business hub will provide around 65,000 sq.m.(amend) of employment floorspace.

Community Facilities

19. The residential development will be required to provide land (1.6ha minimum) and financial contributions for the delivery of a new two form entry primary school to meet the need for school places that will be generated from the development.

20. Residential development will be expected to make a contribution towards the provision of additional secondary school places through expansion of existing or planned new secondary schools.

21. A new local centre will provide a focal point for the new community and should be located in an accessible position within the site in order to serve both the residential and employment areas.
22. The specification and delivery of the health facility within the local centre will need to be agreed with the NHS as part of the delivery strategy.
23. Other small scale units up to 500 sq.m in total within Use Class A1, A2, A5 and D1 will be supported in the Local Centre in order to provide for day to day needs. Any proposal for additional retail floorspace will require a retail needs assessment and be subject to the sequential assessment set out in Policy DEV5.
- Open Space and Recreation**
24. A Green Infrastructure Strategy will be required to be prepared for the Waterfront in order to ensure the provision of an accessible, comprehensive and high quality network of multi-functional green spaces.
25. Arpley Meadows and Gatewarth Country Parks should be focal points within the green space network, together with connections to the river frontage. The design of the Waterfront should ensure that the Country Parks are accessible for new residents within the allocation site and existing residents across wider central and southern Warrington and for residents south of the ship canal in Halton.
26. The Business Hub must be designed to ensure accessible green connections through the site. This will also provide the opportunity for the hub to be situated within a high quality green space environment.
27. In accordance with the Council's open space standards the overall provision of open space for the new residential development should include as a minimum:
- a. Public open space – Delivery of a minimum of 19.41ha of open space, comprising 2.53ha of informal play space; 7.36ha of formal space (parks & gardens); 9.2ha of natural/semi-natural green space and 0.32ha of allotments (comprising 13 plots).
 - b. Equipped play – Delivery of provision equating to 1.15ha (aligned to LEAP and NEAP's) on the application site together with details of the management and maintenance arrangements.
 - d. Provision of playing pitches (either on-site or a contribution towards off-site provision).
28. It may be appropriate for some of this provision to be accommodated within Arpley Meadows Country Park.
29. The development should ensure the long term management arrangements for the Country Park and wider green space network within the Waterfront.
30. Residential development will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities that will serve residents of the urban extension.

Natural Environment

31. The Green Infrastructure Strategy will need to demonstrate how development within the urban quarter will protect and enhance existing wildlife corridors and provide new corridors to link the site into Warrington's wider ecological network and ensure the site contributes to the wider objectives of the Northern Forest.
32. Approval of a plan of mitigation for the loss of part of Moore Nature Reserve will be required before any application for the development of Port Warrington is permitted.
33. The mitigation package must ensure a net gain in biodiversity.
34. New and improved habitat should be created in the first instance within the Waterfront allocation site, with part of Moore Nature Reserve and new areas of wildlife friendly habitat to be incorporated into the new Country Park. If additional mitigation is required then this must be provided as close as possible to the Waterfront allocation site.
35. Particular consideration should be given to protecting and enhancing habitat for migrating birds, given the site's proximity to the Mersey Estuary Special Protection Area.
36. The developer must consult the Council, the Local Nature Partnership and the local community in the preparing the plan of mitigation.
37. The layout of the urban extension should take account of existing landscape features, including watercourses, woodlands and significant hedgerows.

Green Belt

38. The western and southern boundaries of the site define the Green Belt boundary. Development at the western and southern extent of the site will be required to respect the Green Belt boundary and contribute to maintaining the separation between Warrington and Widnes and Warrington and Runcorn.
39. Arpley Meadows Country Park will remain within the Green Belt.

Transport and accessibility

40. A comprehensive package of transport improvements will be required to support the Waterfront allocation.
41. Required improvements to support the new residential development will include:
 - a. Ensuring appropriate access arrangements for the site as a whole and for individual phases of development.
 - b. Improved cycling and walking routes well related to the green infrastructure and waterside network; connecting to the new employment areas, Arpley Meadows Country Park, Bank Quay Station and Warrington Town Centre.
 - c. Provision of waterside walkways and cycleways.

d. Providing public transport improvements to connect the new community with Warrington Town Centre; and other major employment areas in Warrington and Daresbury.
e. Other necessary network improvements as identified by an appropriate Transport Assessment.

42. Required improvements to support the further port expansion and related employment development will include:

- a. Ensuring appropriate access arrangements for the site as a whole and for individual phases of development.
- b. New road connections from the employment area to the Western Link.
- c. Improved cycling and walking routes well related to the green infrastructure network; connecting the new employment area to the residential development on the Waterfront, Arpley Meadows Country Park, Bank Quay Station, Warrington Town Centre and south of the Ship Canal to the South West extension and Halton.
- d. Maintaining a direct pedestrian access between Moore Lane and the proposed Country Park to enable residents from Moore to access the Country Park.
- e. Providing public transport improvements to connect the new employment site to Warrington Town Centre; Bank Quay Station and the residential areas across the wider Warrington area.
- f. Expansion of the quay at Port Warrington and connection to the strategic rail network.
- g. Other necessary network improvements as identified by an appropriate Transport Assessment.

43. The employment and residential elements of the development will be required to make a proportionate contribution towards the delivery of the Western Link.

44. The layout of the Waterfront should maximise the potential for walkable neighbourhoods, with a legible hierarchy of routes, providing new footpaths and cycleways that link to existing networks beyond the site. In particular, connections should be made to the Trans Pennine Trail (national cycle route) to provide links to adjoining Boroughs to support cross boundary commuting by bike.

45. The Western Link will act as a natural divide to the Waterfront with residential properties to the north and employment to the south.

46. The residential development should take advantage of its river frontage location and provide riverside walkways to connect into the existing pedestrian and cycle network.

47. The access road serving the employment area from the Western Link will be required to be designed to enable safe and convenient cycle and pedestrian access to Arpley Meadows Country Park.

48. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops within the site are accessible by pedestrians and cyclists via effective footpaths and cycle routes.

Utilities and Environmental Protection

49. A site-wide foul and surface water strategy is required across the Waterfront as a whole, incorporating appropriate Sustainable Urban Drainage Systems (SuDS) and flood alleviation measures. It will be important for this to be integrated with site's Green Infrastructure Strategy in order to maximise ecological and potentially recreational benefits. Development proposals will be expected to incorporate infiltration SuDS and SuDS with multi-functional benefits in preference to traditional underground storage systems.

50. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge. A site wide clean water strategy will also be required.

51. Development within the Waterfront must not inhibit the operation of the existing gas pipeline, power line and sewage works that are on or adjacent to the site.

52. The Waterfront should be designed to mitigate the impacts of climate change; be as energy efficient and water efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

53. The design of development within the Waterfront must incorporate appropriate measures to mitigate any noise and air quality impacts from the future Western Link and the railway line.

54. Development proposals may be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

55. The design of the employment area must protect the amenity of the residential area within the Waterfront and protect the amenity of existing residents to the south of the Manchester Ship Canal in Halton.

56. Within the COMAH Zones of the existing industrial uses in proximity to the allocation site, development will be restricted in accordance with the Health & Safety Executive's requirements.

Historic Environment

57. Development will be required to preserve and enhance the setting of heritage assets within the proximity of the site.

58. In accordance with the Waterfront Heritage Impact Assessment, specific mitigation is required for the following designated heritage assets in proximity to the site:

- a. Bank Quay Transporter Bridge – requirement for screening buffer and potential restriction on heights of development within setting.
- b. Moor Lane Bridge – requirement for screening buffer and potential restriction on heights of development within setting.
- c. Monks Siding Signal Bridge – requirement for screening buffer and potential restriction on heights of development within setting.

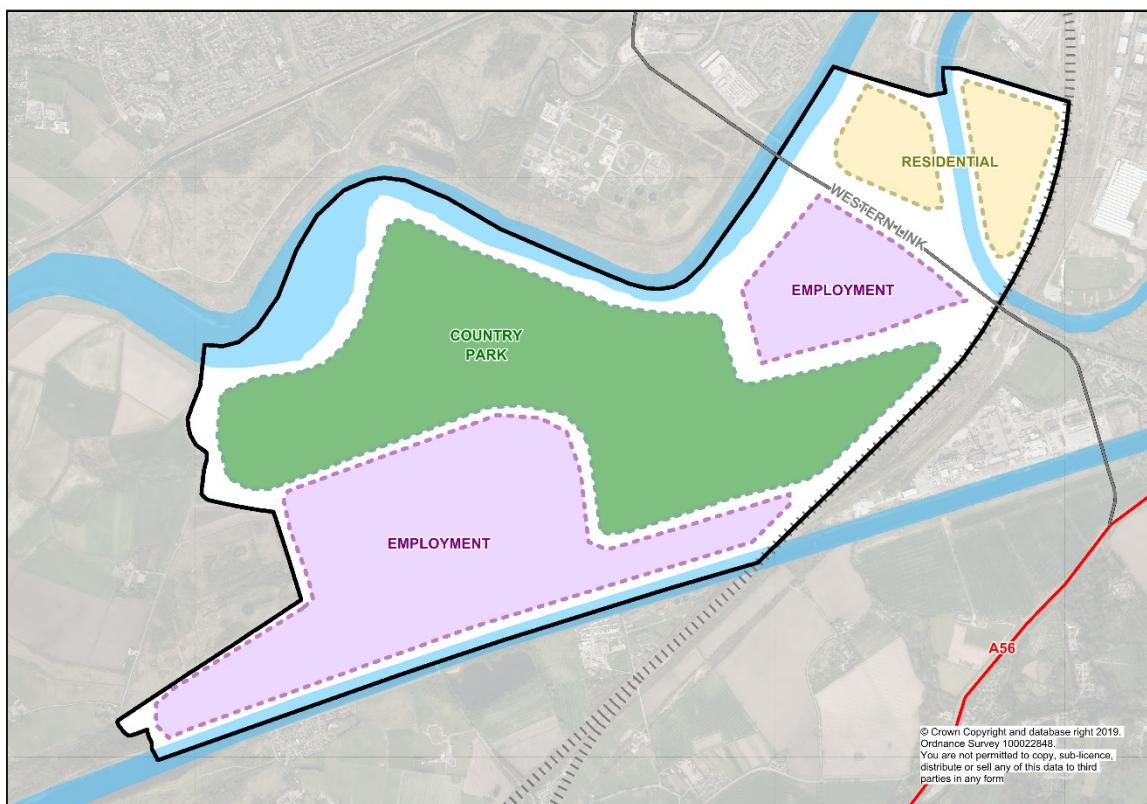
59. A contribution will be sought from both the residential and employment development towards the restoration of the Bank Quay Transporter Bridge.

Why we have taken this approach

10.1.14 The Waterfront is a key regeneration priority for the Council, the principle of which has been established in previous Local Plans. The Council's Town Centre masterplan envisages the Waterfront as an extension to Warrington Town Centre, providing a high quality riverside environment and taking advantage of the proximity of Bank Quay station.

10.1.15 The Western Link provides the opportunity to open up the Waterfront area that is otherwise not accessible. It will enable higher density residential development within the existing urban area, thereby reducing the level of Green Belt land required to meet Warrington's housing need. It will also provide the required access to enable the expansion of Port Warrington and support the new business hub.

Figure 17 – Illustrative Development Concept for Warrington Waterfront



10.1.16 The principle of the expansion of Port Warrington has also been established in previous Local Plans. Port Warrington offers the unique locational advantage of being able to link the Manchester Ship Canal to the rail network as well as the

strategic road network. This will enable a more sustainable long term solution to freight distribution.

- 10.1.17 It is a national policy objective to increase the provision of port and multi-modal freight facilities and there is a particular need in the North West arising from Liverpool Super Port and the enhanced use of the Ship Canal. This need has been confirmed in the work underpinning the Super Port masterplan and the Council's own Economic Development Needs Assessment (EDNA).
- 10.1.18 The Business Hub will provide employment space for activities related to Port Warrington but its location in proximity to Warrington Town Centre will mean that it is also able to fulfil a broader role in meeting a wider range of Warrington's business needs. Whilst, the primary focus of the Business Hub will be for employment related development, ancillary uses, such as a crèche, gym and conference facilities, which support the primary function of the location as a key employment area will be supported.
- 10.1.19 It is this combination of need and location which provide the exceptional circumstances which justify removal of this part of the allocation site from the Green Belt.
- 10.1.20 The Waterfront is of a sufficient scale to provide a range of services to support a new residential and working community in this part of Warrington, including a local centre, primary school, health facility and a network of open spaces. Its location will also ensure residents will have good access to Warrington Town Centre, the major employment development within the Waterfront and other major existing and proposed employment areas in the wider Warrington area.
- 10.1.21 The Allocation Policy will ensure that development comes forward in a comprehensive manner with phasing of development linked to the provision of infrastructure.
- 10.1.22 The expansion of Port Warrington will result in the loss of part of Moore Nature reserve and a number of important ecological assets. It is therefore an essential that a comprehensive mitigation package is in place before development is approved.
- 10.1.23 In preparing the mitigation strategy, the developer will be required to work closely with the Council, Local Nature Partnership and the local community to ensure that the mitigation provides a net ecological gain and that as much of the enhancements are provided within and as close to the site as possible. This will include enhancements to Arpley Meadows Country Park and new areas of wildlife friendly habitat which are over and above those which are already required to be provided as part of the remediation strategy for the land fill facility. There is also the opportunity to provide enhancements to the already reclaimed Gatewarth Country Park and to strengthen the green network to connect these major ecological and recreational assets.

10.1.24 Vehicular access to the established Port Warrington operational area is regarded as substandard particularly for HGV Movements. Port Warrington is currently accessed by local roads through Moore Village which are unsuitable to support any significant expansion of the existing operation. In addition, many of the proposed residential areas within the allocation site are cut off by the river and railway. This means it is essential that development is coordinated with the delivery of the Western Link.

10.1.25 Given the case for Port Warrington is based on its unique location offering the potential to link the Ship Canal to the strategic road and rail network, the extended berth or rail freight connection must be completed as part of the first phase of the Port Warrington development. Agreement will also be required for the programme of the subsequent berth or rail connection implementation timetable before consent is given to the expansion of the Port.

10.1.26 Although Port Warrington has been in existence as an operational area decades, it is located in a sensitive location with regard to the Green Belt that separates Warrington from Runcorn and Warrington from Widnes. There is also an existing residential community directly opposite the Port in Halton. The allocation policy therefore will ensure a strong Green Belt boundary and that measures are put in place to protect the amenity of existing residents.

10.1.27 Developers and the Council who are promoting the allocation have confirmed their commitment to ensuring a comprehensive form of development and are supportive of the preparation of a masterplan for the Waterfront.

10.1.28 The Council is confident that the programme for the Western Link will enable the first homes in the urban extension to be completed in 2023/24 with the first phases of employment development following shortly after. The new urban quarter will be completed in full by the end of the Plan period in 2037.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Economic Development Need Assessment (2019)
- WBC Green Belt Assessment (2016)
- Infrastructure Delivery Plan (2019)
- WBC Multimodal Transport Model
- Waterfront Heritage Impact Assessment (2019)
- Information submitted in support of ‘Call for Sites’ by developers promoting land within the urban extension
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Requirement for future Masterplan for Warrington Waterfront

Council Wide Strategies

- Warrington Means Business
- Draft Local Transport Plan (LTP4)

Delivery Partners

- Developers promoting land within the urban extension

10.2 Warrington Garden Suburb

- 10.2.1 Warrington Garden Suburb will be developed as a sustainable urban extension to the south east of the main urban area of Warrington. The intention is to create an attractive, well-designed and distinctive place set within a strong landscape framework of open spaces and parkland. The place will be well served by new community infrastructure and a network of sustainable transport links maximising travel by walking, cycling and public transport.
- 10.2.2 The Garden Suburb will deliver around 7,400 homes and a major new employment location of 116 hectares at the junction of the M6 and M56. It will provide a high quality environmental setting and enable development to be comprehensively planned with new homes and employment land phased in accordance with the delivery of wide ranging supporting infrastructure.
- 10.2.3 Around 5,100 homes will be delivered within the Plan Period. A further 2,300 homes will come forward beyond the Plan Period, providing land for Warrington's long term development needs and ensuring the permanence of the revised Green Belt boundaries.
- 10.2.4 The new residential and working community will be supported by:
 - A Neighbourhood Centre comprising a secondary school, primary school, local shops, a new health facility, leisure facility and other community facilities.
 - Three Local Centres comprising primary schools, local shops and other local community facilities
 - A new Country Park and extensive areas of open space and recreation provision.
 - Extensive highways and public transport improvements
- 10.2.5 The Garden Suburb will comprise three new Garden Villages. Two of these villages will be extensions to existing communities at Grappenhall Heys and at Appleton Cross / Pewterspear. The third will be a new community at the eastern end of the Garden Suburb adjacent to the A50.
- 10.2.6 The Garden Villages will provide a range of housing types with a particular focus on family housing, homes for older people and provision of affordable housing. Each village will be served by a Local Centre comprising a primary school and local community facilities. The villages will each provide local parks and smaller areas of green space.
- 10.2.7 A new Neighbourhood Centre will be centrally located and provide higher level services for the Garden Suburb as a whole. The Neighbourhood Centre will include a new secondary school, a combined health and leisure centre, sports pitches, a supermarket and other local shops and services. It will also provide higher density homes creating opportunities for younger people and those looking to get onto the housing ladder.

- 10.2.8 A new Country Park will be located to the north of the Neighbourhood Centre, providing a major recreational and ecological resource for the Garden Suburb communities and for existing communities across the wider south and central Warrington areas.
- 10.2.9 Appleton Thorn will maintain its distinct identity as a separate village, but its residents will benefit from the transformation of infrastructure that the Garden Suburb will provide, including the services within the Neighbourhood Centre.
- 10.2.10 The Garden Suburb will provide a major new Employment Area as an extension of the existing Appleton Thorn/Barleycastle industrial estates. This will make a significant contribution to meeting Warrington's future employment land needs. It will comprise large scale distribution, logistics, industrial uses and offices, benefiting from its accessibility to the motorway network at the intersection of the M6 and M56.
- 10.2.11 New development will be designed to support walking and cycling for local journeys within the Garden Suburb and to other local destinations. Improved public transport services will provide access to the Town Centre and other Employment Areas in the wider Warrington area.
- 10.2.12 The first phases of development will be supported by a new strategic link. This will connect the individual villages and the Neighbourhood Centre within the Garden Suburb itself and provide additional connections from the Garden Suburb to the A49 and A50, easing congestion across the wider south Warrington area. Major improvements will also be made to Junction 10 of the M56 and Junction 20 of the M6 early in the Plan Period.
- 10.2.13 Further transport infrastructure will be required to support later phases of development towards the end of the Plan Period and beyond. It is anticipated that this will include significant public transport improvements and potentially a further crossing of the Manchester Ship Canal.
- 10.2.14 The new Green Belt boundaries in this area will be formed by the M56 to the south of the Garden Suburb and predominantly the A50 (Knutsford Road) to the east. These will ensure the permanence of the Green Belt over the long term and provide a logical boundary to the extent of the Garden Suburb.
- 10.2.15 The development of the Garden Suburb will ensure that important ecological assets within the site are preserved and enhanced. Provision will be made within the Garden Suburb's extensive areas of open space to provide additional habitats and enhance biodiversity, linking into Warrington's wider Green Infrastructure Network.
- 10.2.16 New development will preserve and enhance the heritage assets within the Garden Suburb and will be designed to respect heritage assets in the surrounding area. Of particular note are the scheduled ancient monument at Bradley Hall Moat, the Bridgewater Canal and nearby Conservation Areas in Grappenhall.

10.2.17 The first phase of residential development within the Garden Suburb is underway with permission already granted for the Homes England sites at Pewterspear, Appleton Cross and Grappenhall Heys.

10.2.18 No further residential phases can come forward until the funding and the programme for the delivery of a strategic link have been confirmed. This means the first homes in the second phase of residential development are anticipated to be completed in 2023/24.

10.2.19 Transport mitigation measures will be identified to offset the impact of traffic generated by the employment development sites on Junctions 9 and 10 of the M56 and Junction 20 of the M6, in agreement with Highways England, with funding streams and trigger points identified for the delivery of the required works to enable development to come forward in the early years.

10.2.20 Community infrastructure within each of the villages and the Neighbourhood Centre will be required in early phases of development to ensure new residents have access to essential local services and to alleviate pressure on other facilities in south Warrington.

10.2.21 The phasing programme will mean that around 5,100 homes and the full extent of the Employment Area will be completed by the end of the Plan period in 2037. There is the potential for a further 2,300 homes beyond the Plan period.

10.2.22 The infrastructure requirements for the Garden Suburb will be kept under review throughout the Plan period. The detailed infrastructure requirements for development later in the Plan Period and beyond the Plan Period will be confirmed through future formal reviews of the Local Plan.

10.2.23 The development concept diagram has been informed by an extensive masterplanning exercise, working with developers and taking into account representations made to the Preferred Development Options Consultation. It provides:

- a definitive site boundary for the overall Garden Suburb;
- illustrative locations of the Neighbourhood Centre, three Garden Villages and the employment allocation; and
- illustrative green infrastructure network including the Country Park and green links.

10.2.24 Key development requirements and principles, including details of phasing and the requirement for a delivery strategy, are set out in the allocation Policy below. The final form of development will be determined through the preparation of a comprehensive development framework which the Council will prepare as a Supplementary Planning Document (SPD).

Policy MD2 - Warrington Garden Suburb

MD2.1 Key Land Use and Infrastructure Requirements

1. Land to the south east of Warrington, bounded by the M56 to the south and predominantly the A50 to the east, will be removed from the Green Belt and allocated as the Garden Suburb sustainable urban extension.
2. The Garden Suburb will deliver approximately 7,400 homes and 116 hectares of employment land. Around 5,100 homes and all of the employment land will be delivered within the Plan Period.
3. The Garden Suburb will comprise three Garden Villages, a central Neighbourhood Centre, a significant employment zone and an extensive green infrastructure network of open spaces and parkland, as illustrated in the Development Concept diagram.
4. The existing inset settlement of Appleton Thorn will retain its distinct identity and be defined by areas of countryside separating the settlement from new development. Any development within the Appleton Thorn settlement boundary must conform with the policies of the Appleton Parish Thorn Ward Neighbourhood Development Plan.
5. The Garden Suburb will be supported by a wide range of infrastructure as follows:
 - a. A range of housing tenures, types and sizes, including affordable homes, custom and self-build plots and supported and Extra Care housing.
 - b. A minimum of an additional 7 forms of entry of Primary School provision
 - c. A new Secondary School to provide a minimum of 6 forms of entry.
 - d. A Neighbourhood Centre comprising local shops, a new health facility, leisure facilities and other community facilities.
 - e. Three local centres providing local shops and other community facilities
 - f. A major new Country Park and extensive areas of strategic green infrastructure.
 - g. Provision of playing pitches.
 - h. Provision of a range of smaller areas of open space within the residential development to serve the new community in accordance with the Council's open space standards.
 - i. A Gypsy and Traveller site with the capacity for 8 pitches.
 - j. A Community Recycling Centre.
 - k. A comprehensive package of transport improvements, for both on-site and off-site works.
 - l. Landscape buffers and ecological mitigation and enhancement.
 - m. Flood mitigation and drainage including exemplary sustainable drainage systems (SuDS) with only foul flows connecting to the existing public sewer.

MDA 2.2 Delivery and Phasing

6. The Council is committed to working with landowners / developers to prepare a Development Framework for the Garden Suburb as a whole, including more detailed masterplans for each of the three Garden Villages and the Neighbourhood Centre, together

with a delivery strategy and phasing plan in order to ensure comprehensive and coordinated development.

7. The Development Framework will be prepared as a Supplementary Planning Development (SPD).

8. The Development Framework will confirm the strategic elements of the Green Space and transport networks, the infrastructure necessary to support the Garden Suburb as a whole and will define the boundaries of the 3 villages, the Neighbourhood Centre, the Country Park and areas to be protected for green infrastructure. It must be informed by a site wide Green Infrastructure Strategy and site wide Foul and Surface Water Strategy and site wide Clean Water Strategy.

9. The masterplans within the Development Framework will identify individual development parcels to be developed in the Plan period, development parcels to be developed beyond the Plan period and areas to be protected as open space and / or for green infrastructure.

10. The masterplans will provide the basis for planning applications for individual development parcels.

11. The delivery strategy must ensure that a mechanism is put in place to secure proportionate contributions from all developers within the Garden Suburb to fund and deliver the wide ranging infrastructure required to support the Garden Suburb.

12. The SPD will conform to the requirements of this Policy and be subject to public consultation. Landowners / developers will be expected to work closely with the Council to ensure that the SPD is deliverable.

13. The first phase of residential development comprises Homes England's sites at Grappenhall Hayes, Appleton Cross and Pewterspear that already have planning permission.

14. No further residential development will be permitted until:

- a. The funding and programme for delivery of the Green Infrastructure Network including Country Park have been confirmed.
- b. The funding and the programme for the delivery of a strategic link to connect the Garden Suburb to the local and strategic road network have been confirmed.
- c. The funding and the programme for the delivery of community infrastructure within the Neighbourhood Centre have been confirmed.
- d. Where development is within one of the Garden Villages, the funding and the programme of the delivery of the community infrastructure within the relevant Garden Village have been confirmed.

15. The new employment development will not be permitted until the funding and the programme for the delivery of the improvements at Junction 9 of the M56 and Junction 20 of the M6 have been agreed with key stakeholders, including Highways England and the Local Highway Authority.

16. A review of infrastructure to support phases of residential development later in the Plan Period and phases of residential development beyond the Plan Period will be undertaken through future reviews of the Local Plan.

17. No residential development parcels within these phases will be permitted until the additional infrastructure requirements have been assessed and the funding and the programme of delivery for additional infrastructure requirements have been confirmed.

MDA2.3 Detailed Site-specific Requirements

New Homes

18. New homes will be delivered in the Garden Suburb across the following locations:

- a. Grappenhall Heys – approximately 2,800 homes (2,100 within the Plan Period)
- b. Appleton Cross / Pewterspear – approximately 2,100 homes (1,500 within the Plan Period)
- c. New Garden Village adjacent to A50 – approximately 1,800 homes (1,000 within the Plan Period)
- d. Garden Suburb Neighbourhood Centre – approximately 700 homes (500 within the Plan Period)

19. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.

20. In accordance with Policy DEV2 a minimum of 30% of homes should be affordable.

21. Supported housing for older people should be provided within each of the three Garden Villages.

22. Specific provision should be made for a residential care facility providing a minimum of 80 bed spaces with the Neighbourhood Centre. Extra Care provision will also be supported in each of the three Garden Villages.

23. Specific provision should be made for self-build/custom-build plots in each of the three Garden Villages, subject to local demand as demonstrated by the Council's self-build register.

24. Specific provision should be made for a Gypsy and Traveller site with the capacity for 8 pitches within the Garden Suburb.

25. To reflect the area's urban fringe location adjacent to the open countryside and the significant levels of green infrastructure proposed throughout the Garden Suburb, the residential development within the Garden Villages should be constructed to an average minimum density of 20dph based on gross site area.

26. To reflect the proximity to services and greater distance from heritage and ecological constraints, residential development within the Neighbourhood Centre should be at higher residential densities, with an average minimum density of 30dph based on gross site area.

Employment Area

27. The development will be required to deliver up to 116 hectares of employment land to meet strategic and local employment needs on land allocated at the junction of the M6 and M56.

28. The employment land is allocated for distribution and industrial uses (B8, B1c and B2).

Community Facilities

29. The residential development will be required to deliver a minimum of an additional 7 Forms of Entry of Primary School provision and a new secondary school providing a minimum of 6 Forms of Entry to meet the need for school places that will be generated from the Garden Suburb as a whole.

30. The residential development will be required to deliver a new combined health and leisure facility and other local community facilities required to meet the needs of the new residential population.

31. The secondary school, a new primary school and the combined health and leisure facility should be located in the Neighbourhood Centre.

32. The Neighbourhood Centre will serve the entire Garden Suburb and should be located in a central location within the overall allocation site.

33. The Neighbourhood Centre should also include local shops, a supermarket, and other appropriate local services and community facilities. Any proposal for retail development above 2,500 sq.m. in the Neighbourhood Centre will require a retail needs assessment and be subject to the sequential assessment set out in Policy DEV5.

34. A new or extended primary school should be located within or in proximity to the Local Centres in each of the three Garden Villages.

35. The new Local Centres will provide focal points for the proposed villages and should be located centrally within these areas.

36. Small scale units up to 500 sq.m in total within Use Class A1, A2, A5 and D1 will be supported in the Local Centres in order to provide for day to day needs. Any proposal for additional retail floorspace will require a retail needs assessment and be subject to the sequential assessment set out in Policy DEV5.

37. The Local Centre in Appleton Cross will be required to provide a new health facility.

Green Infrastructure Network

38. The Development Framework and Green Infrastructure Strategy will define the Strategic Green Infrastructure Network and set out how it will be delivered.

39. This should ensure the provision of an accessible, comprehensive and high quality network of multi-functional green spaces which connect the three Garden Villages, the Neighbourhood Centre, Appleton Thorn and the Employment Area within the Garden Suburb and provide links into Warrington's wider green space network.

40. An illustration of the Strategic Green Infrastructure Network is shown on the development concept diagram.

41. A new Country Park is required to be delivered on land in the northern part of the Garden Suburb. This will provide a significant amount of green space for recreation as well as protecting and enhancing biodiversity.

42. The design of the Country Park and wider green space network should ensure that the Country Park is accessible for new residents within the allocation site as well as existing residents across wider southern and central Warrington.

43. Areas of open green space will be provided across the Garden Suburb as part of the Strategic Green Infrastructure Network. These areas will deliver an important function in providing open space, walking and cycling routes and ensuring separation between the individual Garden Villages, the Neighbourhood Centre and Appleton Thorn.

44. Once defined, development will not be permitted which compromises the function of the Strategic Green Infrastructure Network.

45. Each Garden Village and the Neighbourhood Centre should provide a range of types and sizes of open space in accordance with the Council's open space standards. This should include provision of local parks and gardens; natural and semi-natural greenspace; equipped and informal play areas; sports pitches; and allotment plots.

46. The delivery of equipped play provision should be in the form of a range of LEAP's and NEAP's (including the appropriate 20 or 30 metre buffers) on the application site.

47. Further provision of open space will be required within the proposed Employment Area.

48. The residential and employment development should ensure the long term management arrangements for the Country Park and wider green space network within the Garden Suburb.

Natural Environment

49. The Development Framework and Green Infrastructure Strategy will need to demonstrate how development within the Garden Suburb will protect and enhance existing wildlife corridors and provide new corridors to link the site into Warrington's wider

biodiversity network and the Great Manchester Wetlands Nature Improvement Area and ensure the site contributes to the wider objectives of the Northern Forest.

50. The layout of development within the Garden Suburb should take account of existing landscape features, including watercourses, woodlands and significant hedgerows.

51. Wetland habitats including ponds within the site are of key importance and should be integrated within the Strategic Green Infrastructure Network.

52. Where an individual development parcel will result in the loss of habitat, approval of a plan of mitigation will be required before any application for that development parcel is permitted. The mitigation package should ensure a net gain in biodiversity and the new and improved habitat should be located within the Garden Suburb's Strategic Green Infrastructure Network.

Green Belt Boundary

53. The Green Belt boundary to the south of the Garden Suburb is defined by the M56 and to the east predominantly by the A50 (Knutsford Road).

54. Development at the eastern and southern extents of the Garden Suburb will be required to respect the Green Belt boundary.

Transport and Accessibility

55. A comprehensive package of transport improvements will be required to support the Garden Suburb. Required improvements for the next phase of residential development and the employment development will include:

- a. Ensuring appropriate access arrangements for the site as a whole and for individual development parcels.
- b. Improved cycling and walking routes well related to the green infrastructure network; connecting the new and existing residential areas, the Neighbourhood Centre, Local Centres within the Garden Villages and the Employment Area.
- c. Providing public transport enhancements to connect the new community with the Employment Area and Neighbourhood Centre; Stockton Heath; Warrington Town Centre and employment opportunities within the wider Warrington area.
- d. A new strategic link connecting the individual villages and the Neighbourhood Centre within the Garden Suburb itself and providing additional connections from the Garden Suburb to the A49 and A50.
- e. Improvements to increase capacity at Junctions 9 and 10 of the M56 and Junction 20 of the M6.
- f. Other network improvements as identified by an appropriate Transport Assessment.

56. The layout of individual development parcels within the Garden Suburb should maximise the potential for walkable neighbourhoods, with a legible hierarchy of routes, providing new footpaths and cycleways that link to existing networks beyond the site.

57. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops within the site are accessible by pedestrians and cyclists via effective footpaths and cycle routes.

58. The development should contribute to the Council's wider aspiration of enhancing the Bridgewater Canal as a recreational resource and for the Canal's tow path to provide a cycle and pedestrian link across the Borough.

Utilities and Environmental Protection

59. A site-wide foul and surface water strategy will be required across the Garden Suburb as a whole, incorporating appropriate Sustainable Drainage Systems (SuDS) and flood alleviation measures. The surface water strategy will be required to improve on greenfield run-off rates. Development proposals will be expected to incorporate infiltration SuDS and SuDS with multi-functional benefits in preference to traditional underground storage systems. Particular consideration will need to be given to the eastern Garden Village which is downstream from existing communities at risk of flooding in Grappenhall.

60. The surface water strategy should be integrated with the site's Green Infrastructure Strategy in order to maximise ecological and potentially recreational benefits.

61. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge. A site wide clean water strategy will also be required.

62. Development within the Garden Suburb must not impact on the operation of the existing gas pipeline which crosses the site.

63. A Community Recycling Centre to serve the Garden Suburb and the wider south Warrington area should be provided within the Garden Suburb.

64. The Garden Suburb should be designed to mitigate the impacts of climate change and be as energy efficient and water efficient as possible. The Council will seek to secure a decentralised energy system across the Garden Suburb as a whole that will use or generate renewable or other forms of low carbon energy in accordance with Policy ENV7.

65. Development proposals may be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

66. The design of the Garden Suburb must incorporate appropriate measures to mitigate any noise and air quality impacts from the M6, M56, A49 and A50 Knutsford Road.

Historic Environment

67. The Garden Suburb contains a number of heritage assets, including listed buildings, locally listed buildings and a Scheduled Monument. Development will be required to be designed in order to ensure that these assets and their settings are conserved and, where appropriate, enhanced within the context of the overall development, through appropriate mitigation measures, having regard to the Garden Suburb Heritage Impact Assessment.

68. The Bradley Hall Moated Site Ancient Monument is of particular significance given its location within the Employment Area. A landscape buffer between the monument and new employment development will be required to preserve the immediate open setting of the moated site.

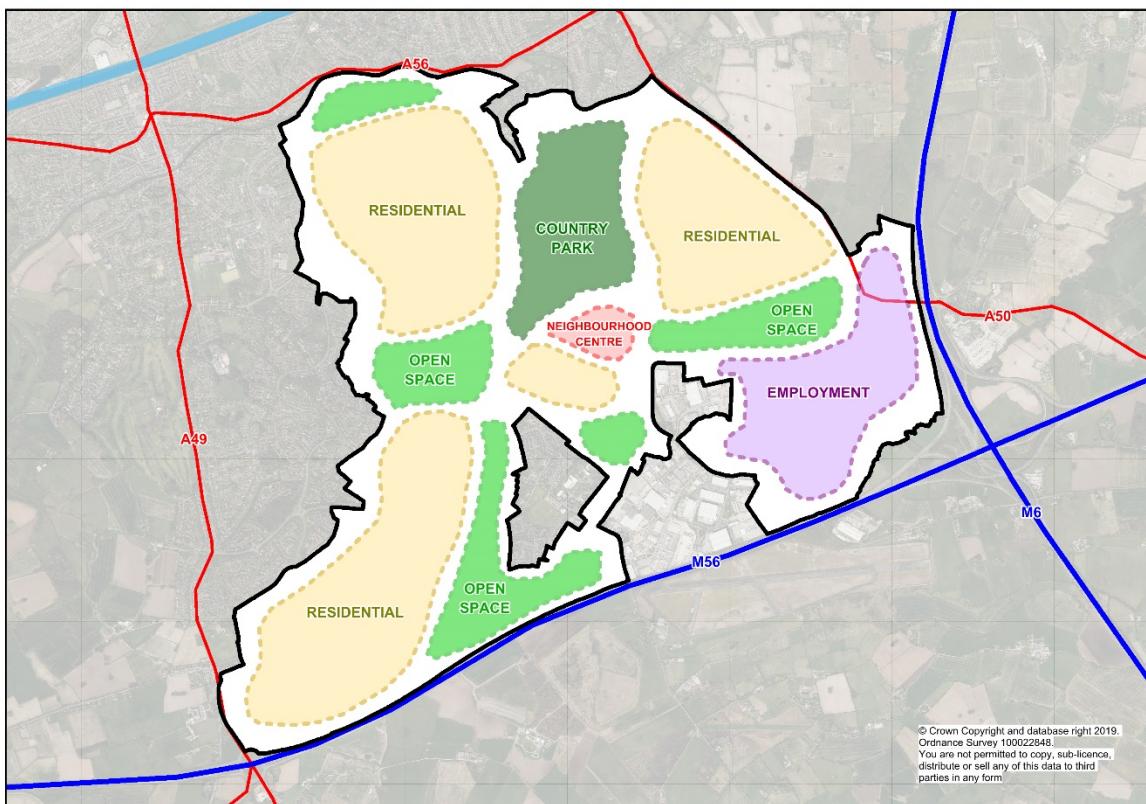
69. The settings of the following Conservation Areas within proximity of the Garden Suburb will be preserved and enhanced through ensuring that new development is set back by an appropriate distance, is limited in height to no more than two storeys and where possible provides an enhanced landscape buffer:

- a. Grappenhall Village Conservation Area.
- b. Victoria Road / York Drive Conservation Area.
- c. Ackers Road / Marlborough Crescent Conservation Area.

Why we have taken this approach

10.2.25 The Garden Suburb performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal.

Figure 18 – Illustrative Development Concept for Garden Suburb



10.2.26 The Garden Suburb is of a sufficient scale to provide a wide range of services to support a new residential and working community in this part of Warrington, including a Neighbourhood Centre, new Local Centres, a secondary school, up to 4

new primary schools, health and leisure facilities and a network of open spaces. Its location will also ensure good access to the surrounding urban area including Grappenhall, Stockton Heath District Centre, Warrington Town centre and the adjoining major Employment Area (both existing and proposed).

10.2.27 The ability to make such a significant and sustainable contribution towards meeting Warrington's long term development needs provides the exceptional circumstances required to justify the removal of the Garden Suburb from the Green Belt.

10.2.28 The Allocation Policy will ensure that development comes forward in a comprehensive manner with phasing of development linked to the provision of infrastructure.

10.2.29 It will also provide a strong Green Belt boundary in this part of Warrington and will ensure that development preserves and enhances the built and natural environment.

10.2.30 Given the scale of development within the Garden Suburb, development will continue beyond the plan period. This will ensure that land is available for Warrington's future development needs and maintains the long term permanence of the Green Belt.

10.2.31 The Council, working with Homes England and the other landowners within the Garden Suburb, will be taking a leading role in coordinating the delivery of the Garden Suburb.

10.2.32 Individual developers promoting sites have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory. They are supportive of the preparation of a development framework (to be prepared as a SPD) including masterplans for the Garden Suburb and the delivery of the wide range of infrastructure that is required to support the delivery of the Garden Suburb. The cost of the required infrastructure will be shared on a proportionate basis between the developers.

10.2.33 The Allocation Policy, together with the Council's Infrastructure Delivery Plan, sets out key infrastructure requirements to support the Garden Suburb. The greatest level of detail is provided for infrastructure required to support the first phases of development. Detailed infrastructure requirements for later phases of development and for development beyond the current Plan Period will be confirmed through future reviews of the Local Plan.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- Garden Suburb Development Concept (2019)
- Local Housing Needs Assessment (2019)
- WBC Green Belt Assessment (2016)
- Infrastructure Delivery Plan (2019)
- EDNA (2019)
- Retail Study Update (2019)
- WBC Transport Model
- Information submitted in support of 'Call for Sites' by developers promoting land within the urban extension
- Garden Suburb Heritage Impact Assessment (2019)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Appleton Parish Thorn Ward Neighbourhood Development Plan (2017)

Council Wide Strategies

- Warrington Means Business
- Draft Local Transport Plan (LTP4)

Delivery Partners

- Developers and landowners promoting land within the urban extension
- Warrington & Co
- United Utilities
- Highways England
- Natural England
- Local Nature Partnership

10.3 South West Urban Extension

- 10.3.1 Land to the north of the A56 at Higher Walton will be developed as a sustainable urban extension to the main urban area of Warrington, providing around 1,600 new homes. The urban extension will support a new community in a high quality residential setting with ease of access to Warrington's employment, recreation and cultural facilities.
- 10.3.2 The new community will be supported by:
 - A new primary school
 - A local centre including local shops and a new health facility
 - Extensive areas of open space and recreation provision.
- 10.3.3 The development will be designed to support walking and cycling for local trips. It will benefit from the new Western Link and improved public transport to enable access to the Town Centre, Stockton Heath, the Waterfront development, the new Garden Suburb and other major employment areas, including Daresbury.
- 10.3.4 The new Green Belt boundary will ensure clear separation between Warrington and Runcorn and will provide a strategic gap between the urban extension and the village of Moore. It is essential that this separation is maintained to preserve the function of the Green Belt and the separate identity of Warrington and Halton communities.
- 10.3.5 Development will ensure that important ecological assets within the site are preserved with opportunities to provide additional habitats and enhance biodiversity.
- 10.3.6 The urban extension will preserve and enhance the heritage assets within the site and will be designed to respect the setting of nearby heritage assets, including the Bridgewater Canal and its bridges and Walton Village Conservation Area.
- 10.3.7 Development cannot come forward until the funding and the programme for the delivery of the Western Link have been confirmed. This means the first homes are anticipated to be completed in 2023/24, with the urban extension completed in full by the end of the Plan period in 2037.
- 10.3.8 Community infrastructure will need to be phased according to the requirements of the development. This will mean community infrastructure will be required in the early phases of development to ensure new residents have access to essential local services and to alleviate pressure on other facilities in south Warrington.
- 10.3.9 The development concept diagram provides a definitive boundary of the site allocation and illustrates some of the key development principles set out in the allocation policy.

10.3.10 The final form of development will be determined through the preparation of a comprehensive masterplan incorporating a green infrastructure strategy.

Policy MD3 - South West Urban Extension

MD3.1 Key Land Use and Infrastructure Requirements

1. Land comprising approximately 112ha to the south west of Warrington will be removed from the Green Belt and allocated as a sustainable urban extension.
2. The allocation will deliver a new residential community of around 1,600 homes, supported by the following range of infrastructure:
 - a. A range of housing tenures, types and sizes, including affordable homes, custom and self-build plots and a residential care home (Use Class C2) providing a minimum of 80 bedrooms.
 - b. A two form entry primary school.
 - c. A mixed use local centre providing:
 - a health facility and
 - a range of units within Use Classes A1, A2, A5 and D1 up to a total of 500 sq.m.
 - d. A new local park and areas of strategic open space comprising of a minimum of 32 ha.
 - e. Provision of a range of smaller areas of open space within the residential development to serve the new community in accordance with the Council's open space standards.
 - f. Provision of playing pitches (either on-site or a contribution towards off-site provision).
 - g. A comprehensive package of transport improvements.
 - h. A contribution towards additional secondary school places..
 - i. A contribution towards built leisure facilities.
 - j. A contribution towards strategic transport infrastructure (The Western Link).
 - k. Landscape buffers and ecological mitigation and enhancement.
 - l. Flood mitigation and drainage including exemplary sustainable drainage systems (SuDS) with only foul flows connecting to the existing public sewer.

MDA3.2 Delivery and phasing

3. The Council will require the preparation of a masterplan for the urban extension together with a delivery strategy and phasing plan in order to ensure comprehensive and coordinated development.
4. The masterplan must confirm to the requirements of this policy and be subject to consultation with statutory consultees and the local community.
5. The masterplan must be informed by a Green Infrastructure Strategy, a site wide Foul and Surface Water Strategy, a site wide Clean Water Strategy and a Transport Assessment.
6. The masterplan will provide the basis for subsequent planning applications for individual phases of development.

7. No development will be permitted until funding has been secured and a programme of delivery has been confirmed for the Western Link.

8. Full details of the programme and funding for delivery of the primary school, health centre, Local Park and other necessary infrastructure will need to be agreed by the Council before the first phase of the development is permitted to come forward.

MD3.3 Detailed Site-specific Requirements

New Homes

9. A range of housing tenures, types and sizes, as identified in Policy DEV2, should be provided in order to ensure development contributes to meeting the Borough's general and specialist housing needs.

10. In accordance with Policy DEV2 a minimum of 30% of homes should be affordable.

11. The urban extension should provide homes to meet different needs including families and older people.

12. Specific provision should be made for a residential care facility providing a minimum of 80 bed spaces. This should be located within or in proximity to the local centre.

13. Specific provision should be made for self-build/custom-build plots, subject to local demand as demonstrated by the Council's self-build register.

14. To reflect the site's urban fringe location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph

Community Facilities

15. The development will be required to provide land (1.6ha minimum) and financial contributions for the delivery of a new two form entry primary school to meet the need for school places that will be generated from the urban extension.

16. Development will be expected to make a financial contribution towards the provision of additional secondary school places through the expansion of existing or planned new secondary schools.

17. The primary school should be located within or immediately adjacent to the local centre.

18. The new local centre should provide a focal point for the new community and should be located in a central and accessible position within the site.

19. The specification and delivery of the health facility within the local centre will need to be agreed with the NHS as part of the delivery strategy.

20. Other small scale units up to 500 sq.m in total within Use Class A1, A2, A5 and D1 will be supported in the Local Centre in order to provide for day to day needs. Any proposal for

additional retail floorspace will require a retail needs assessment and be subject to the sequential assessment set out in Policy DEV5.

Open Space and Recreation

21. A Green Infrastructure Strategy should be prepared as part of the masterplan for the urban extension in order to ensure the provision of an accessible, comprehensive and high quality network of multi-functional green spaces

22. In accordance with the Council's open space standards the overall provision of open space for the new residential development should include as a minimum:

a. Public open space – Delivery of a minimum of 10.30ha of open space, comprising 2.02ha of informal play space; 7.36a of natural/semi-natural green space and 0.47ha of allotments (comprising 10 plots).

b. Equipped play – Delivery of provision equating to 0.92ha (aligned to LEAP and NEAP's) together with details of the management and maintenance arrangements.

c. Provision of playing pitches (either on-site or a contribution towards off-site provision).

23. The urban extension should include a new Local Park at the north east of the site together with strategic open space comprising of a minimum of 32ha. The north east of the site is required to remain largely undeveloped as it falls within Health and Safety Executive (HSE) COMAH zones associated with industrial operations on the opposite side of the Manchester Ship Canal though open/recreational space is permitted by the HSE in this location.

24. The Park and Strategic Open Space will be able to provide a proportion of the open space and recreational needs of the development as well as providing a wider resource for south Warrington and protecting and enhancing biodiversity.

25. Smaller areas of open space should be provided across all of the residential areas throughout the urban extension.

26. The development will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities that will serve residents of the urban extension. (principally sports centre/swimming pool provision).

Natural Environment

27. The Green Infrastructure Strategy should demonstrate how development within the urban extension will protect and enhance existing wildlife corridors and provide new corridors to link the site into Warrington's wider ecological network.

28. Particular consideration should be given to protecting and enhancing habitat for migrating birds, given the site's proximity to the Mersey Estuary Special Protection Area

29. The layout of the urban extension should take account of existing landscape features, including watercourses, woodlands and significant hedgerows and ensure the site contributes to the wider objectives of the Northern Forest.

Green Belt and Strategic Gap

30. The western boundary of the site, comprising the Bridgewater Canal, Holly Hedge Lane and Bellhouse Lane defines the Green Belt boundary.

31. The Green Belt between the urban extension and Moore village will also be protected as a Strategic Gap to maintain the separate identify Moore village.

32. Development at the western extent of the site will be required to respect the Green Belt boundary and contribute to maintaining the Strategic Gap between the urban extension and Moore village.

Transport and accessibility

33. A comprehensive package of transport improvements will be required to support the urban extension. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site as a whole and for individual phases of development.
- b. Improved cycling and walking routes well related to the green infrastructure network; connecting to the enhanced country park on the Waterfront; the Walton Hall Estate; Stockton Heath; and Warrington Town Centre.
- c. Providing public transport enhancements to connect the new community with Stockton Heath; Warrington Town Centre; the Waterfront Development. The new Garden Suburb; and other major employment areas, including Daresbury.
- d. Other necessary network improvements as identified by an appropriate Transport Assessment.

34. The development will be expected to make a proportionate contribution towards the delivery of the Western Link Road.

35. The layout of the urban extension should maximise the potential for walkable neighbourhoods, with a legible hierarchy of routes, providing new footpaths and cycleways that link to existing networks beyond the site.

36. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops within the site are accessible by pedestrians and cyclists via effective footpaths and cycle routes.

37. The development should contribute to the Council's wider aspiration of enhancing the Bridgewater Canal as a recreational, tourism, heritage and environmental resource and for the Canal's tow path to provide a cycle and pedestrian link across the Borough.

Utilities and Environmental Protection

38. A site-wide foul and surface water strategy is required across the urban extension as a whole, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures. It will be important for this to be integrated with the site's Green Infrastructure Strategy in order to maximise ecological and recreational benefits.

Development proposals will be expected to incorporate infiltration SuDS and SuDS with multi-functional benefits in preference to traditional underground storage systems.

39. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge. A site wide clean water strategy will also be required.

40. Development within the urban extension must not impact on the operation of (or impede required access to) the existing gas pipeline, power line and sewage works that are on or adjacent to the site.

41. The urban extension should be designed to mitigate the impacts of climate change; be as energy efficient and water efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

42. The design of the urban extension must incorporate appropriate measures to mitigate noise and air quality impacts from the A56 Chester Road, Western Link Road and the railway line.

43. Development proposals may be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

44. Within the COMAH Zones of the industrial uses to the north of the Manchester Ship Canal, development will be restricted in accordance with the Health & Safety Executive's requirements.

Historic Environment

45. Development will be required to preserve and enhance heritage assets within and in proximity of the site.

46. In accordance with the South Western Urban Extension's Heritage Impact Assessment, specific mitigation is required for the following listed buildings in proximity to the site:

- a. Walnut Tree Farmhouse – requirement for a screening buffer and for restriction of height of new buildings in proximity to the asset and its curtilage.
- b. Bridges and aqueduct over Bridgewater Canal – requirement for retention and enhancement of landscape buffers; for development to be situated a distance away from the assets; development to be designed to be sympathetic to their rural surroundings.

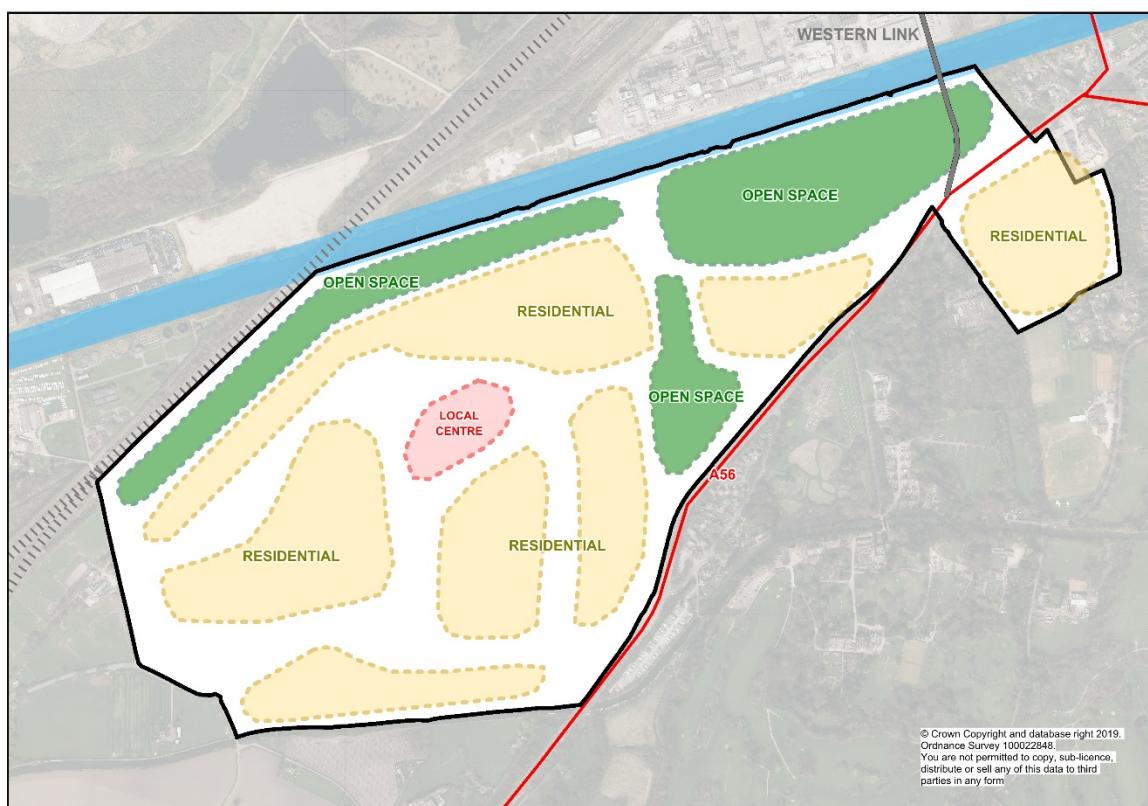
47. The locally listed buildings within the site should be retained and an appropriate landscape buffer should be provided around the assets and their curtilages. The design of new development in proximity to these assets should be sympathetic to their rural setting.

48. The surroundings and setting of the Walton Village Conservation Area should be enhanced through ensuring that the design of development on the Chester Road frontage is sympathetic to the Conservation Area, of high quality and limited in height to two storeys.

Why we have taken this approach

- 10.3.11 The South West Urban Extension performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The proposed Western Link will also pass through the eastern edge of the allocation site.
- 10.3.12 The urban extension is of a sufficient scale to provide a range of services to support a new residential community in this part of Warrington, including a local centre, primary school, health facility and a network of open spaces. Its location will also ensure good access to Stockton Heath District Centre, Warrington Town Centre, the major development at Warrington Waterfront and other major existing and proposed employment areas, including Daresbury.

Figure 19 – Illustrative Concept Plan for South West Extension



- 10.3.13 The ability to make such a significant and sustainable contribution towards meeting Warrington's development needs provides the exceptional circumstances required to justify the removal of the South West Urban Extension from the Green Belt.
- 10.3.14 By requiring the preparation of a masterplan and delivery strategy, incorporating a site wide Green Infrastructure Strategy, the Allocation Policy will ensure that development comes forward in a comprehensive manner and preserves and

enhances the built, historic and natural environment. Phasing of development will be linked to the provision of infrastructure.

10.3.15 The Green Belt in this part of Warrington is of key significance ensuring the separation of Warrington and Runcorn. It is therefore imperative that development provides a strong Green Belt boundary.

10.3.16 It is also important that the area of Green Belt between the western extent of the urban area and Moore Village is protected as a Strategic Gap to ensure the separate identify of Moore Village. It is understood that Halton are making amendments to the Green Belt boundary in this area and their Local Plan policies will replicate Warrington's commitment to maintaining a Strategic Gap in this location.

10.3.17 Access to the site is currently dependent on the A56 Chester Road. This is extremely congested during peak hours, with limited access over the Ship Canal. The scale of the South West Urban Extension cannot be accommodated by the A56. This means that it is essential that development is coordinated with the delivery of the Western Link.

10.3.18 Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development, their support of the build rates which have informed the development trajectory and are supportive of the preparation of a masterplan for the urban extension.

10.3.19 The Council is confident that the programme for the Western Link will enable the first homes in the urban extension to be completed in 2023/24, with the urban extension as a whole being completed by the end of the Plan period in 2037.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- South West Urban Extension Development Concept (July 2017)
- South West Urban Extension Heritage Impact Assessment (2019)
- WBC Green Belt Assessment (2016)
- Infrastructure Delivery Plan (2019)
- WBC Transport Model (2018)
- Information submitted in support of 'Call for Sites' by developers promoting land within the urban extension
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Requirement for future Masterplan for South West Urban Extension

Council Wide Strategies

- Draft Local Transport Plan (LTP4)

Delivery Partners

- Developers promoting land within the urban extension

10.4 Land at Peel Hall

- 10.4.1 The Peel Hall site is a large greenfield site in the north of the Borough covering approximately 69 hectares. It is within the existing urban area, bounded to the north by the M62 Motorway, with residential development to the east, south and west. The A49 Winwick Road also runs parallel to the western side of the site.
- 10.4.2 Development of the Peel Hall site will deliver a new sustainable community of around 1200 new homes.
- 10.4.3 The new community will be supported by:
 - A range of community facilities within a Local Centre, including a new primary school, residential care home and local shops;
 - Extensive highways and transport improvements;
 - Extensive open space and recreation provision, including relocated and improved playing fields and associated facilities.
- 10.4.4 The development will be designed to support walking and cycling for local trips. It will benefit from improvements and new linkages to the Local Road Network and improved public transport to enable access to the Town Centre and other key destinations.
- 10.4.5 Community and transport infrastructure will need to be phased according to the requirements of the development and impact on the surrounding transport network. This will ensure that new residents have access to essential local services and facilities and that pressure on existing facilities in north Warrington is alleviated.
- 10.4.6 The existing road network cannot accommodate the level of growth proposed for the site without significant mitigation measures. This means that no development will come forward until such a time as a scheme of highway mitigation measures and timetable for implementation have been agreed by the Council and Highways England.
- 10.4.7 The final form of development across the site will be determined through the preparation of a comprehensive masterplan incorporating a green infrastructure strategy.

Policy MD4 - Land at Peel Hall

MD 4.1 Key Land Use and Infrastructure Requirements

1. Land comprising approximately 69 hectares at Peel Hall will be allocated to deliver a new sustainable community of around 1200 new homes, supported by the following range of infrastructure:

- a. A range of housing tenures, types and sizes, including affordable homes, custom and self-build plots and a residential care home (Use Class C2)
- b. A one form entry Primary School with additional operational land to allow the expansion to a two form entry Primary School;
- c. A further contribution to provide an additional half form entry of primary school capacity off-site;
- d. A mixed use Local Centre providing a range of units within Use Classes A1, A2, A5, B1 and D1;
- e. Junction improvements and new highway connections linking the development to the Local Road Network, and highway works to the Strategic Road Network, as agreed by the Council and Highways England;
- f. Providing bus priority features such as bus gates to ensure that the internal site layout allows efficient servicing by bus services with good access to key facilities and direct links to the external network;
- g. An internal cycling and walking network (with links to the external network) which helps to create accessible neighbourhoods which minimises the need to drive to key facilities such as shops and schools;
- h. The provision of a Sustainable Drainage System (SuDS), in accordance with the Council's adopted (or subsequent updated guidance) Sustainable Drainage Systems (SuDS) Design and Technical Guidance (December 2017);
- i. A contribution towards additional secondary school places;
- j. A contribution to 'off site' Health Care provision within the defined catchment area of the site;
- k. A contribution to deliver bus services to connect to the development to the Town Centre and other key destinations;
- l. Provision of a comprehensive network of open spaces within the development to serve the new community and the wider north Warrington area in accordance with the Council's open space standards; and
- m. The provision new sports pitches and ancillary changing facilities, including the relocation of existing pitches at Mill Lane.

MD 4.2 Delivery and Phasing

2. The Council will require the preparation of a detailed masterplan for the development of the site, together with a delivery strategy and phasing plan in order to ensure the comprehensive and coordinated development of the site as a whole.
3. The masterplan must confirm to the requirements of Policy MD4, be informed by a Green Infrastructure Strategy, a site wide Surface Water and Foul Water Strategy and a Transport Assessment, agreed with the Highway Authority. It should also be subject to consultation with statutory consultees and the local community.
4. The masterplan will provide the basis for subsequent planning applications for individual phases of development.

5. No development will be permitted until a package of highway works have been agreed with the Council and Highways England that mitigate the transport impacts of the development.

6. The replacement playing pitches must be operational before any development can commence on the existing Mill Lane playing fields site.

7. Full details of the programme and funding for delivery of the primary school and other necessary community infrastructure will need to be agreed by the Council before the first phase of the development is permitted to come forward.

MD 4.3 Detailed Site Specific Requirements

New Homes

8. A range of housing tenures, types and sizes, as identified in Policy DEV2, should be provided in order to ensure development contributes to meeting the Borough's general and specialist housing needs, to include housing for families and older people.

9. In accordance with Policy DEV2 a minimum of 30% Affordable Housing shall be provided on site.

10. Specific provision should be made for a residential care facility providing a minimum of 80 bed spaces. This should be located within the Local Centre boundary or in proximity to the Local Centre.

11. Specific provision should be made for self-build/custom-build plots, subject to local demand as demonstrated by the Council's self-build register.

12. To reflect the site's urban fringe location adjacent to established residential development, the development will be constructed to an average minimum density of 30dph.

Community Facilities

13. The development will be required to provide a new one form entry primary school, with additional operational land to allow the expansion to a two form entry Primary School (1.6ha minimum).

14. In order to fully meet the need for primary school places, the development will be required to contribute to the expansion of an existing primary school to provide capacity for an additional half form of entry.

15. Development will be expected to make a financial contribution towards the provision of additional secondary school places through the expansion of existing or planned new secondary schools.

16. The primary school should be located within or immediately adjacent to the local centre.

17. The new local centre should provide a focal point for the new community and should be located in a central position within the site.

18. Local shops and services within Use Class A1, A2, A5 and D1 will be supported in the Local Centre in order to provide for day to day needs. Small scale employment development to meet local need within Use Class B1 will also be supported.

19. Any proposal for retail floorspace in excess of 500 sq.m. will require a retail needs assessment and be subject to the sequential assessment set out in Policy DEV5.

20. Development will be expected to make a financial contribution to the delivery of a new health care facility within the catchment area of the site.

Transport & Accessibility

21. A comprehensive package of transport improvements will be required to support the urban extension. Required improvements will include:

- a. Ensuring appropriate access and egress arrangements for the site as a whole and for individual phases of development.
- b. Junction improvements and new highway connections linking the development to the Local Road Network, and highway works to the Strategic Road Network, as agreed by the Council and Highways England.
- c. Improved cycling and walking routes well related to the green infrastructure network; connecting to the wider network and Warrington Town Centre.
- d. Providing public transport enhancements to connect the new community with Warrington Town Centre and key destinations including the employment areas of Birchwood and Omega.
- e. Other necessary network improvements to the Local and Strategic Road Network as identified by an appropriate Transport Assessment, using the Warrington Multi Modal Transport Model (WMMTM 2016).

22. The layout of the urban extension, including the location of key facilities, should maximise the opportunities for walkable neighbourhoods which would mirror the low traffic characteristics of the neighbouring urban area of Hulme and Blackbrook. This would include a legible internal hierarchy of footpaths and cycle ways that also provide direct links to existing networks beyond the site.

23. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops within the site are accessible via effective footpaths and cycle routes.

24. Development should not introduce a level of vehicular activity into the existing surrounding neighbourhoods which would change the character of these established residential areas.

25. The creation of a Transport Steering Group (TSG) is required to co-ordinate the efficient delivery of sustainable transport measures serving the site and to ensure the required network efficiency and safety measures on the wider network are delivered as and when appropriate.

Open Space and Recreation

26. A Green Infrastructure Strategy should be prepared as part of the masterplan for the development in order to ensure the provision of an accessible, comprehensive and high quality network of multi-functional green spaces.

27. In accordance with the Council's open space standards the overall provision of open space for the new residential development should include as a minimum:

- a. Public open space – Delivery of a minimum of 12.14ha of open space, comprising 1.52ha of informal play space; 5.52ha of natural/semi-natural green space and 0.19 ha of allotments (comprising 8 plots).
- b. Equipped play – Delivery of provision equating to 0.7ha (aligned to LEAP and NEAP's) together with details of the management and maintenance arrangements.
- c. Provision of additional 4.4ha of playing pitches and ancillary facilities in addition to the replacement of the existing pitches from Mill Lane.

28. There should be a major new park as part of the development to provide a proportion of the open space and recreational needs of the development as well as providing a wider resource for north Warrington and protecting and enhancing biodiversity.

29. Smaller areas of open space should be provided across all of the residential areas throughout the development.

30. The development will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities that will serve residents of the development.

Natural Environment

31. The Green Infrastructure Strategy should demonstrate how development within the urban extension will protect and enhance existing wildlife corridors and provide new corridors to link the site into Warrington's wider ecological network.

32. The layout of the urban extension should take account of existing landscape features, specifically Radley Plantation, as well as including watercourses, woodlands and significant hedgerows.

33. The impact of the development on the Manchester Mosses Special Area of Conservation must be considered as part of the Air Quality Assessment of the development, with mitigation required to address any significant effects on ecological interests in accordance with Policy ENV8.

Environmental Protection

34. The design of the urban extension must incorporate measures to mitigate air quality and noise impacts from the M62 and the A49.

35. No residential dwellings, care homes, children's nurseries or schools shall be permitted within 50 metres of the M62 Air Quality Management Area unless a detailed air quality assessment (supported by on-site monitoring), concludes that current and future air pollutant levels within 50 metres of the M62 will not have a risk of exceedance of the relevant national objectives for these uses.

36. Any residential development within the vicinity of Peel Hall Farm Boarding Kennels will need to ensure that the living conditions of future occupiers would not be adversely affected by the existing business. Residential development will also need to ensure that it does not have an adverse impact on the operation of Peel Hall Farm Boarding Kennels.

37. An assessment for potentially contaminated land should be carried out to demonstrate that the site is, or could be made suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

Utilities

38. A site-wide surface water strategy is required across the development as a whole, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures. It will be important for this to be integrated with the site's Green Infrastructure Strategy in order to maximise ecological and recreational benefits.

39. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

40. In accordance with Policy INF3, development within the site must not inhibit the operation of the existing National Grid gas pipeline to the northern boundary of the site, or the United Utilities sewage works located off Elm Road.

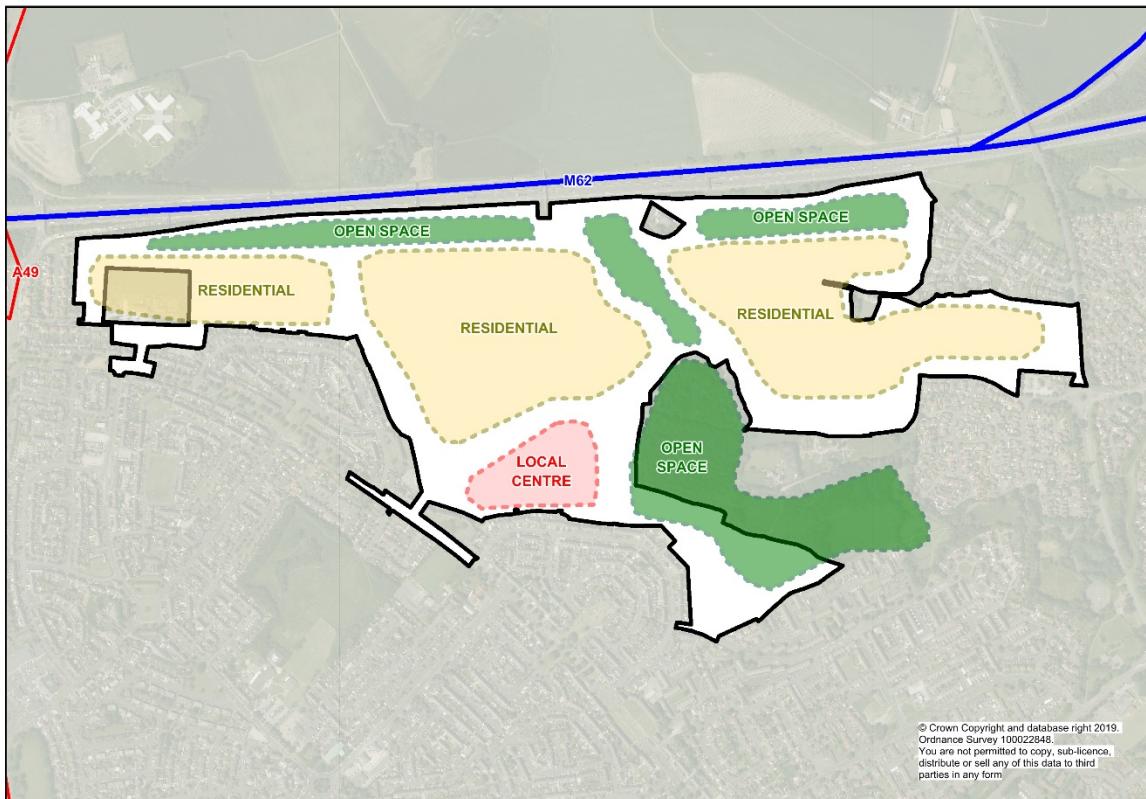
41. Development should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

Why we have taken this approach

10.4.8 The Peel Hall site performs well in terms of the assessment against the Objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal.

10.4.9 Peel Hall presents an opportunity to deliver a high quality, sustainable residential development within the existing urban area of the Borough. The development is of sufficient scale to provide a range of services to support a new residential community in this part of Warrington, including a Primary School, Local centre, Open Space and mitigation measures to the Local Road Network.

Figure 20 – Illustrative Concept Plan for Peel Hall



10.4.10 Access and egress to the site is currently dependent on the Local Road Network, and this cannot accommodate the full scale of development proposed through Policy MD4. This means that it is essential that development is coordinated with the delivery of a new road connecting the development to the Local Road Network.

10.4.11 As there is no agreed package of transport mitigation measures, the Council has re-classified the Peel Hall site from 'deliverable' to 'developable' in its Strategic Housing Land Availability Assessment (SHLAA). The Council has not therefore included any completions from the site within the first 5 year period of the Plan's housing trajectory.

10.4.12 In considering a previous application on the Peel Hall site, the Council accepted the principle of a Local Centre providing a range of local retail and service provision, justified through a retail impact assessment, together with employment floorspace, including:

- A food store (Use Class A1) up to 2000 square metres

- Up to 600 square metres, with no single unit more than 200 square metres of Financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways (Use Classes A2-A5 inclusive) and units within Use Class D1 (non-residential institution)
- Family restaurant/pub up to 800 square metres (Use Class A3/A4)
- Up to a maximum of 7500 square metres of Use Class B1(c) floor space, with no single unit exceeding 500 square metres of floor space

10.4.13 By requiring the preparation of a masterplan and delivery strategy, incorporation a site wide Green Infrastructure Strategy, the Allocation Policy will ensure that development comes forward in a comprehensive manner and preserves and enhances the built and natural environment. Phasing of the development will be linked to the provision of infrastructure.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC Strategic Housing Land Availability Assessment (2017)
- Economic Development Needs Assessment (2018)
- Local Housing Needs Assessment (2019)
- Infrastructure Delivery Plan (2019)
- Peel Hall Heritage Impact Assessment (2019)
- Cheshire & Warrington Local Enterprise Partnership-Strategic Economic Plan
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Council Wide Strategies

- Warrington Means Business
- Warrington Town Centre Masterplan
- Draft Local Transport Plan (LTP4)
- WBC Sustainable Drainage Systems (SuDS) Design and Technical Guidance (December 2017)

Delivery Partners

- Private Sector Stakeholders
- Public Sector Stakeholders

10.5 Burtonwood

- 10.5.1 Land to the north of the inset settlement of Burtonwood bounded by Phipps Lane, Green Lane and Winsford Drive will be allocated for residential development, providing for a minimum of 160 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Burtonwood and employment opportunities at Omega/Gemini.
- 10.5.2 Development is expected to come forward quickly upon adoption of the plan. This means the first homes are anticipated to be completed in 2021/22, with the development completed in full within the first 10 years of the plan period.

Policy OS1 – Burtonwood

1. Land to the north of Burtonwood (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 160 homes.

New Homes

2. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.

3. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.

4. Specific provision should be made for self-build/custom build plots, subject to local demand as demonstrated by the Council's self-build register.

5. To reflect the site's location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph.

Community Facilities

6. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.

7. Development will be required to make a contribution towards the provision of additional primary care capacity.

Open Space and Recreation

8. In accordance with the Council's open space standards the overall provision of open space for the new residential development should include as a minimum:

a. Public open space – Delivery of a minimum of 0.57ha of open space, comprising 0.2ha of informal play space and 0.37a of natural/semi-natural green space on the application site together with details of the management and maintenance arrangements.

- b. Equipped play – Delivery of provision equating to 0.1ha (aligned to LEAP) on the site together with details of the management and maintenance arrangements.
9. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision that will serve residents of the development.

Natural Environment

10. The layout of the development should take account of existing landscape features, including watercourses, ponds and significant hedgerows and ensure the site contributes to the wider objectives of the Northern Forest.

Green Belt

11. The north western and north eastern boundaries of the site define the Green Belt boundary.

12. A landscape scheme will be required to reinforce these Green Belt boundaries, particularly the hedgerow along the north eastern boundary.

Transport and accessibility

13. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site which connect into the wider existing footway network to the south and provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

14. The development will be required to make a contribution towards the delivery of improved cycle links to employment opportunities at Omega/North Warrington.

15. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Phipps Lane and Lumber Lane are accessible by pedestrians.

Utilities and Environmental Protection

16. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

17. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

18. The development should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

Historic Environment

19. Development will be required to preserve and enhance the setting of heritage assets in close proximity to the site.

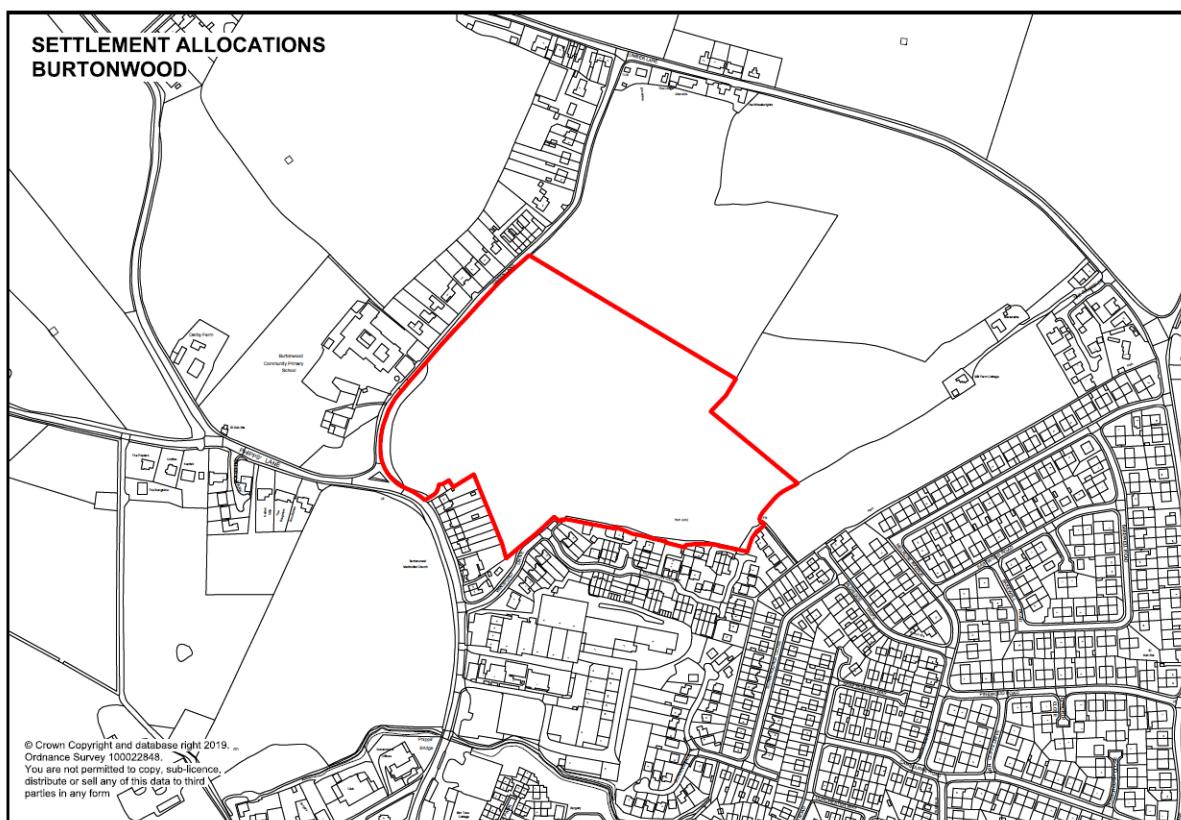
20. In accordance with the Burtonwood Heritage Impact Assessment, specific mitigation is required for the following designated heritage assets in proximity to the site:

a. Burtonwood Methodist Church – requirement for screening buffer and potential restriction on heights of development within setting.

Why we have taken this approach

10.5.3 The site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a moderate contribution to the objectives of the Green Belt.

Figure 21 – Burtonwood Site Boundary



10.5.4 Its location will ensure good access to services in Burtonwood local centre, Warrington Town centre, and major existing and proposed employment areas at Omega/Gemini.

10.5.5 The Allocation Policy will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure

provision will be secured to ensure that Burtonwood's infrastructure/services can support the level of population growth.

- 10.5.6 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the Plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- Infrastructure Delivery Plan (2019)
- WBC Transport Model
- Heritage Impact Assessment for the Outlying Settlements (2019)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Planning Obligations SPD

Council Wide Strategies

- Draft Local Transport Plan (LTP4)

Delivery Partners

- Developers promoting the site for residential development

10.6 Croft

- 10.6.1 Land to the north east of the inset settlement of Croft adjacent to Deacons Close will be allocated for residential development, providing for a minimum of 75 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Croft and employment opportunities at Winwick Quay & Birchwood Park.
- 10.6.2 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2021/22, with the development completed in full within the first 10 years of the Plan period.

Policy OS2 – Croft

1. Land to the north east of Croft (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 75 homes.

New Homes

2. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.

3. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.

4. Specific provision should be made for self-build/custom build plots, subject to local demand as demonstrated by the Council's self-build register.

5. To reflect the site's location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph.

Community Facilities

6. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.

7. Development will be expected to make a contribution towards the provision of additional primary care capacity.

Open Space and Recreation

8. In accordance with the Council's open space standards the overall provision of open space for the new residential development should include as a minimum:

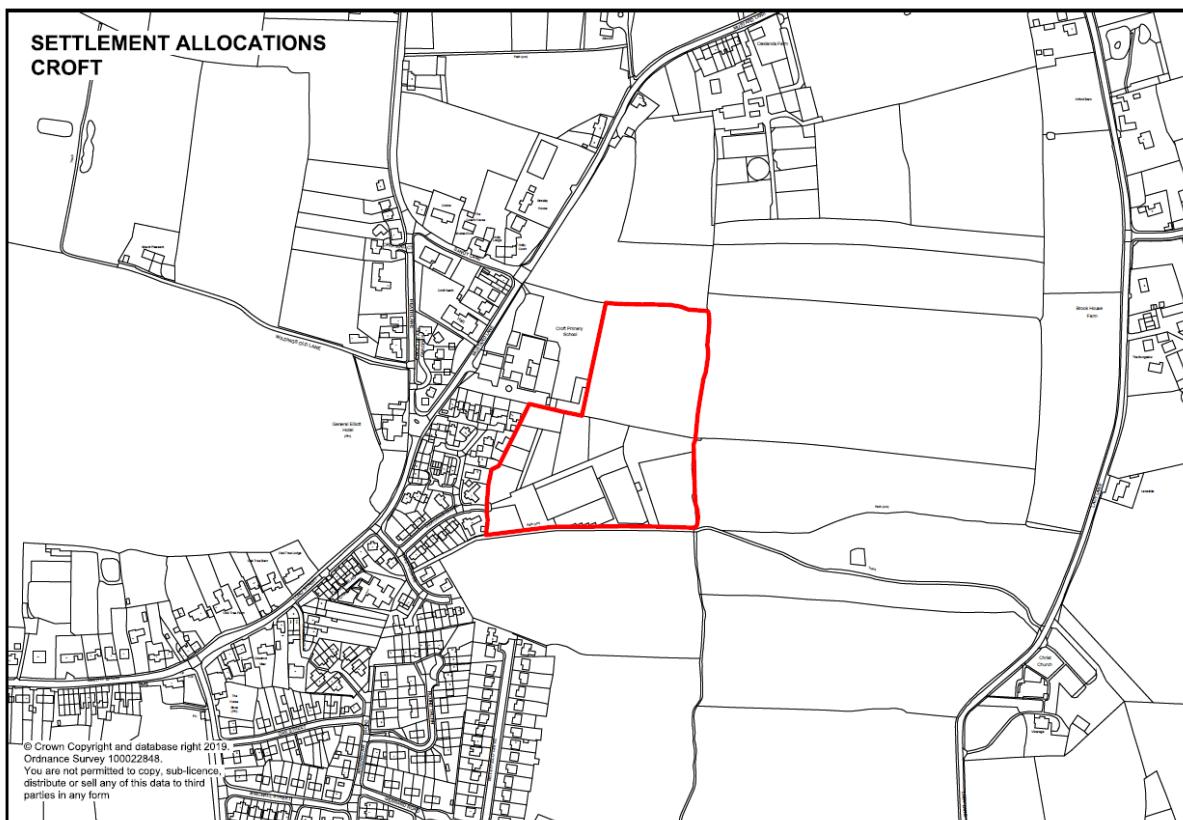
a. Public open space – Delivery of a minimum of 0.38ha of open space, comprising 0.1ha of informal play space and 0.28ha of parks and gardens on the application site together with details of the management and maintenance arrangements.

- b. Equipped play – Delivery of provision equating to 0.04ha (aligned to LEAP) on the site together with details of the management and maintenance arrangements.
9. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitches that will serve residents of the development.
- Natural Environment**
10. The layout of the development should take account of existing landscape features, including watercourses and significant hedgerows and ensure the site contributes to the wider objectives of the Northern Forest.
- Green Belt**
11. The northern, eastern and southern boundaries of the site define the Green Belt boundary. Development will be required to reinforce these Green Belt boundaries, particularly the hedgerows along the north and eastern boundaries.
- Transport and accessibility**
12. A package of transport improvements will be required to support the development. Required improvements will include:
- a. Ensuring appropriate access arrangements for the site.
 - b. Provision of cycling and walking routes within the site which connect into the wider existing footway network and greenway network/public right of way along the southern boundary of the site to provide connectivity with the existing community.
 - c. Other necessary network improvements as identified by an appropriate Transport Assessment.
13. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Smithy Brow, Lord Street and Mustard Lane are accessible by pedestrians.
- Utilities and Environmental Protection**
14. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.
15. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.
16. The development should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

Why we have taken this approach

- 10.6.3 The site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a weak contribution to the objectives of the Green Belt.

Figure 22 – Croft Site Boundary



- 10.6.4 Its location will ensure good access to services in Croft Village local centre, Warrington Town Centre, and major existing and employment areas at Winwick Quay and Birchwood Park.
- 10.6.5 The Allocation Policy will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be secured to ensure that Croft's infrastructure/services can support the level of population growth.
- 10.6.6 The predominantly greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- Infrastructure Delivery Plan (2019)
- WBC Transport Model
- Heritage Impact Assessment for the Outlying Settlements (2019)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Planning Obligations SPD

Council Wide Strategies

- Draft Local Transport Plan (LTP4)

Other Relevant Documents

- Croft Parish Plan (2018)

Delivery Partners

- Developers promoting the site for residential development

10.7 Culcheth

- 10.7.1 Land to the east of the inset settlement of Culcheth bounded by Warrington Road (A574) and Holcroft Lane will be allocated for residential development, providing a minimum of 200 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Culcheth and employment opportunities at Birchwood.
- 10.7.2 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2021/22, with the development completed in full within the first 10 years of the Plan period.

Policy OS3 – Culcheth

1. Land to the east of Culcheth (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 200 homes.

New Homes

2. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.

3. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.

4. Specific provision should be made for self-build/custom build plots, subject to local demand as demonstrated by the Council's self-build register.

5. To reflect the site's location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph.

Community Facilities

6. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.

7. Development will be required to make a contribution towards the provision of additional primary care capacity.

Open Space and Recreation

8. In accordance with the Council's open space standards the overall provision of open space for the new residential development should include as a minimum:

a. Public open space – Delivery of a minimum of 2.03ha of open space, comprising 0.12ha of informal play space; 0.74ha of parks & gardens; and 0.92a of natural/semi-natural green space on the application site together with details of the management and maintenance arrangements.

- b. Equipped play – Delivery of provision equating to 0.12ha (aligned to a NEAP) on the site together with details of the management and maintenance arrangements.
9. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision that will serve residents of the development.

Natural Environment

10. The layout of the development should take account of existing landscape features, including watercourses, ponds and significant hedgerows and ensure the site contributes to the wider objectives of the Northern Forest.

Green Belt

11. The southwestern, eastern and northern boundaries of the site define the Green Belt boundary. A landscape scheme will be required to reinforce these Green Belt boundaries, particularly the hedgerow along the southwestern boundary.

Transport and accessibility

12. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site to connect into the wider existing footway network to the west and provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

13. The development will be required to make a contribution towards the delivery of sustainable transport modes.

14. Good accessibility to the existing public transport services should be provided by ensuring that the bus route and bus stops on Warrington Road are accessible by pedestrians.

Utilities and Environmental Protection

15. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

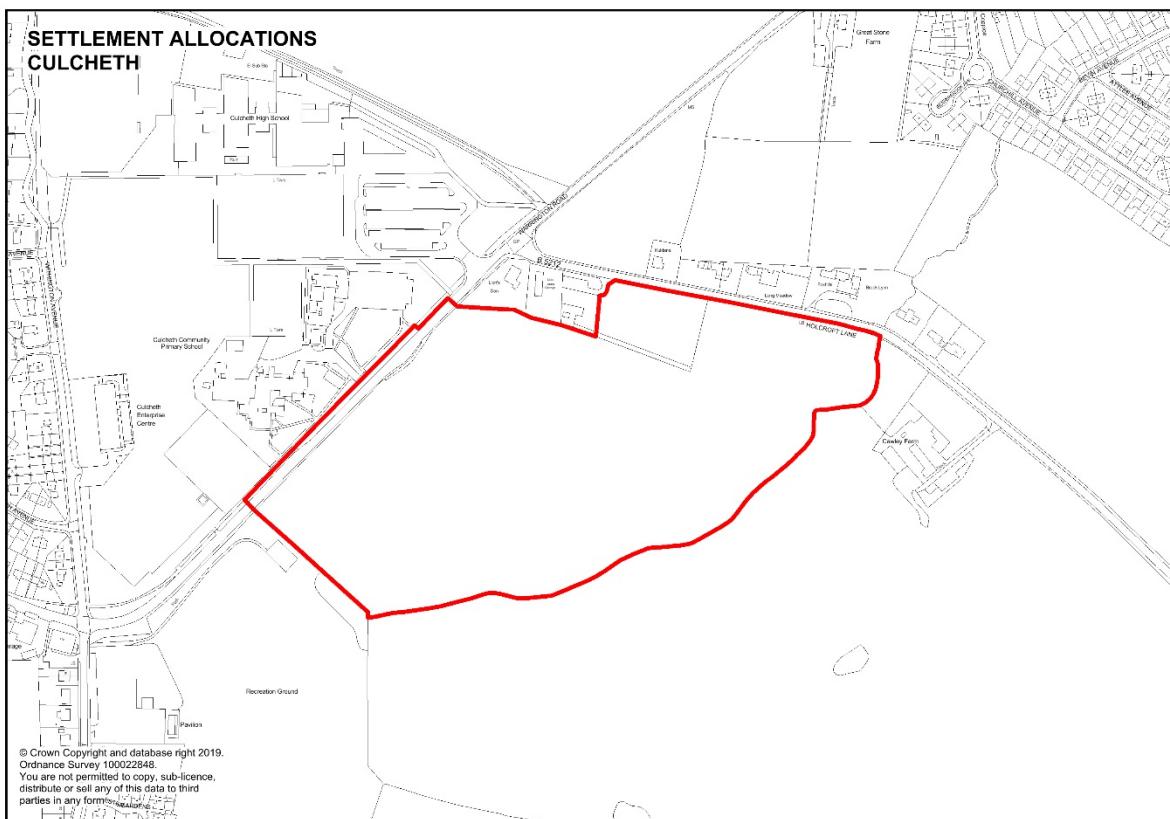
16. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

17. The development should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

Why we have taken this approach

- 10.7.3 The site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a weak contribution to the objectives of the Green Belt.

Figure 23 – Culcheth Site Boundary



- 10.7.4 Its location will ensure good access to a range of services in Culcheth neighbourhood centre and major existing employment areas at Taylor Business Park and Birchwood.
- 10.7.5 The Allocation Policy will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be secured to ensure that Culcheth's infrastructure/services can support the level of population growth.
- 10.7.6 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.

10.7.7 It should be noted that the Green Belt boundary has been amended in this location to allow for the site allocation and also to address any anomalies that the site allocation would otherwise create. In this instance the Green Belt boundary has been amended so that two residential properties on the corner of Holcroft Lane / Warrington Road (Lion's Den and Little Lions Cottage) are also removed from the Green Belt. The exceptional circumstances for this change are those put forward in respect of the allocated site and the purpose of this further amendment is to secure a defensible boundary for the settlement of Culcheth.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- Infrastructure Delivery Plan (2019)
- WBC Transport Model
- Heritage Impact Assessment for the Outlying Settlements (2019)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Planning Obligations SPD

Council Wide Strategies

- Draft Local Transport Plan (LTP4)

Delivery Partners

- Developers promoting the site for residential development

10.8 Hollins Green

- 10.8.1 Land to the southwest of the inset settlement of Hollins Green bounded by Marsh Brook Close, Warburton View and Manchester Road (A57) will be allocated for residential development, providing a minimum of 90 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Hollins Green and employment opportunities at Birchwood.
- 10.8.2 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2021/22, with the development completed in full within the first 10 years of the Plan period.

Policy OS4 – Hollins Green

1. Land to the southwest of Hollins Green (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 90 homes.

New Homes

2. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.

3. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.

4. Specific provision should be made for self-build/custom build plots, subject to local demand as demonstrated by the Council's self-build register.

5. To reflect the site's location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph.

Community Facilities

6. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.

7. Development will be required to make a contribution towards the provision of additional primary care capacity.

Open Space and Recreation

8. In accordance with the Council's open space standards the overall provision of open space for the new residential development should include as a minimum:

a. Public open space – Delivery of a minimum of 0.74ha of open space, comprising 0.33a of parks & gardens and 0.41ha of natural/semi-natural green space on the application site together with details of the management and maintenance arrangements.

b. Equipped play – Delivery of provision equating to 0.052ha (aligned to LEAP) on the site together with details of the management and maintenance arrangements.

9. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision that will serve residents of the development.

Natural Environment

10. The layout of the development should take account of existing landscape features, including watercourses, ponds and significant hedgerows and ensure the site contributes to the wider objectives of the Northern Forest.

Green Belt

11. The western, southwestern and south eastern boundaries of the site define the Green Belt boundary. A landscape scheme will be required to reinforce these Green Belt boundaries, particularly the hedgerow along the south eastern boundary fronting Manchester Road (A57).

Transport and accessibility

12. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site to connect into the wider existing footway network and public right of way to the north and provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

13. The development will be required to make a contribution towards the delivery of sustainable transport modes.

Utilities and Environmental Protection

14. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

15. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

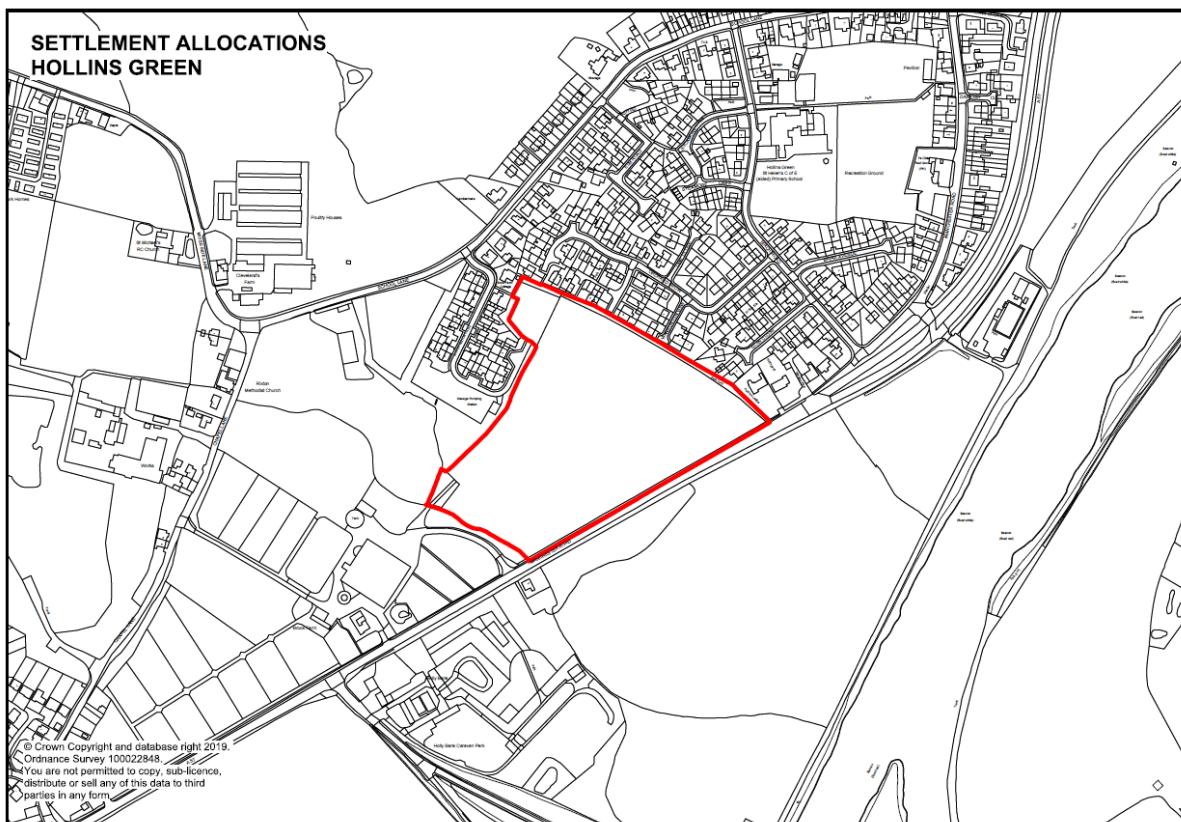
16. The development should demonstrate that there would be no likely significant effects on the integrity of the adjacent European site (Rixton Clay Pits SAC) due to issues of water quality; ground water resource; impact on Great crested newts; fly-tipping or other anti-social behaviour.

17. The development should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

Why we have taken this approach

- 10.8.3 The site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a moderate contribution to the objectives of the Green Belt.

Figure 24 – Hollins Green Site Boundary



- 10.8.4 Its location will ensure good access to services in Hollins Green local centre and major existing employment areas at Birchwood.
- 10.8.5 The Allocation Policy will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be secured to ensure that Hollins Green's infrastructure/services can support the level of population growth.
- 10.8.6 The Rixton Clay Pits SAC is located 700m to the west of Hollins Green (village centre). The allocation site lies within 500m of the SAC. The SAC contains a population of Great crested newts. The Habitats Regulations Assessment has highlighted potential impacts from the development of this site which have necessitated specific controls within the Policy.

- 10.8.7 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the Plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.
- 10.8.8 It should be noted that the Green Belt boundary has been amended in this location to allow for the site allocation and also to address any anomalies that the site allocation would otherwise create. In this instance the Green Belt boundary has been amended so that dwellings on Marsh Brook Close to the north west of the allocated site are also removed from the Green Belt. The exceptional circumstances for this change are those put forward in respect of the allocated site and the purpose of this further amendment is to secure a defensible boundary for the settlement of Hollins Green.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- Infrastructure Delivery Plan (2019)
- WBC Transport Model
- Heritage Impact Assessment for the Outlying Settlements (2019)
- Information submitted in support of ‘Call for Sites’ by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Planning Obligations SPD

Council Wide Strategies

- Draft Local Transport Plan (LTP4)

Delivery Partners

- Developers promoting the site for residential development

10.9 Lymm (Massey Brook Lane)

- 10.9.1 Land to the west of the inset settlement of Lymm bounded by Massey Brook Lane, Camsley House Farm and footpath no.6 will be allocated for residential development, providing a minimum of 60 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Lymm and employment opportunities in Warrington Town Centre and the Garden Suburb.
- 10.9.2 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2021/22, with the development completed in full within the first 10 years of the Plan period.

Policy OS5 – Lymm (Massey Brook Lane)

1. Land to the west of Lymm (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 60 homes.
2. The development of the site should be in accordance with the emerging Lymm Neighbourhood Plan and take into account the Lymm Heritage and Character Assessment (2018).

New Homes

3. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.
4. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.
5. Specific provision should be made for self-build/custom build plots, subject to local demand as demonstrated by the Council's self-build register.
6. To reflect the site's location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph.

Community Facilities

7. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.
8. Development will be required to make a contribution towards the provision of additional primary care capacity.

Open Space and Recreation

9. In accordance with the Council's open space standards the overall provision of open space for the new residential development should include as a minimum:

a. Public open space – Delivery of a minimum of 0.30ha of open space, comprising 0.08ha of informal play space and 0.22ha of parks and gardens on the application site together with details of the management and maintenance arrangements.

b. Equipped play – Delivery of provision equating to 0.035ha (aligned to LEAP) on the site together with details of the management and maintenance arrangements.

10. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision that will serve residents of the development.

Natural Environment

11. The layout of the development should take account of existing landscape features, including trees, watercourses and significant hedgerows and ensure the site contributes to the wider objectives of the Northern Forest.

Green Belt

12. The west, south and part of the northern boundaries of the site define the Green Belt boundary. A landscape scheme will be required that retains and enhances the trees and hedgerows along these Green Belt boundaries, particularly the woodland along the western boundary.

Transport and accessibility

13. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site which connect into the wider existing footway network (including footpath no.6 that runs along the southern boundary of the site) and provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

14. The development will be required to make a contribution towards the delivery of improved cycle links to employment opportunities in the Town Centre and the proposed employment allocation in the Garden Suburb.

15. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Booths Hill Road are accessible by pedestrians.

Utilities and Environmental Protection

16. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

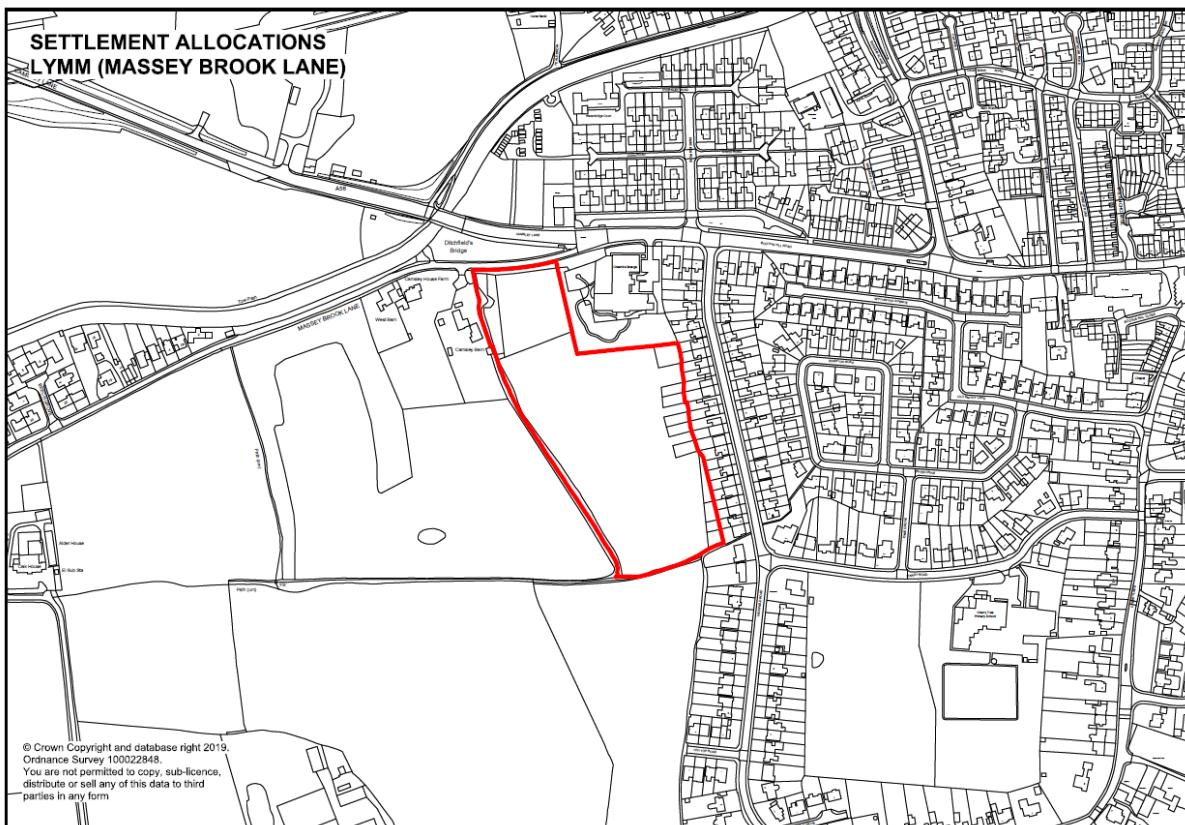
17. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

18. The development should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

Why we have taken this approach

- 10.9.3 The site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a moderate contribution to the objectives of the Green Belt.

Figure 25 – Lymm Massey Brook Lane Site Boundary



- 10.9.4 Its location will ensure good access to services in Lymm neighbourhood centre and major existing employment areas in Warrington Town Centre and the proposed employment area in the Garden Suburb.
- 10.9.5 The Allocation Policy will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be secured to ensure that Lymm's infrastructure/services can support the level of population growth.
- 10.9.6 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the Plan period. Developers promoting the site

have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- Infrastructure Delivery Plan (2019)
- WBC Transport Model
- Heritage Impact Assessment for the Outlying Settlements (2019)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Planning Obligations SPD
- Emerging Lymm Neighbourhood Plan
- Lymm Heritage and Character Assessment (2018)

Council Wide Strategies

- Draft Local Transport Plan (LTP4)

Delivery Partners

- Developers promoting the site for residential development

10.10 Lymm (Pool Lane)

10.10.1 Land to the west of the inset settlement of Lymm bounded by Pool Lane, Oldfield Road and Warrington Road will be allocated for residential development, providing a minimum of 40 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Lymm and employment opportunities in Warrington Town Centre and the Garden Suburb.

10.10.2 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2021/22, with the development completed in full within the first 10 years of the Plan period.

Policy OS6 – Lymm (Pool Lane)

1. Land to the west of Lymm (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 40 homes.
2. The development of the site should be in accordance with the emerging Lymm Neighbourhood Plan and take into account the Lymm Heritage and Character Assessment (2018).

New Homes

3. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.
4. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.
5. Specific provision should be made for self-build/custom build plots, subject to local demand as demonstrated by the Council's self-build register.
6. To reflect the site's location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph.

Community Facilities

7. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.
8. Development will be required to make a contribution towards the provision of additional primary care capacity.

Open Space and Recreation

9. In accordance with the Council's open space standards the overall provision of open space for the new residential development should include as a minimum:

a. Public open space – Delivery of a minimum of 0.20ha of open space, comprising 0.05ha of informal play space and 0.15ha of parks and gardens on the application site together with details of the management and maintenance arrangements.

b. Equipped play – Delivery of provision equating to 0.023ha (aligned to a LAP) on the site together with details of the management and maintenance arrangements.

10. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision that will serve residents of the development.

Natural Environment

11. The layout of the development should take account of existing landscape features, including trees and significant hedgerows and ensure the site contributes to the wider objectives of the Northern Forest.

Green Belt

12. The west and northern boundaries of the site define the Green Belt boundary. A landscape scheme will be required that retains and enhances the trees and hedgerows along these Green Belt boundaries, particularly the hedgerow along the northern boundary.

Transport and accessibility

13. A package of transport improvements will be required to support the development. Required improvements will include:

a. Ensuring appropriate access arrangements for the site.

b. Provision of cycling and walking routes within the site which connect into the wider existing footway network around the site and provide connectivity with the existing community.

c. Other necessary network improvements as identified by an appropriate Transport Assessment.

14. The development will be required to make a contribution towards the delivery of improved cycle links to employment opportunities in the Town Centre and the proposed employment allocation in the Garden Suburb.

15. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Warrington Road are accessible by pedestrians.

Utilities and Environmental Protection

16. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

17. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

18. The development should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

19. The design of the development must incorporate appropriate measures to mitigate noise impacts from the adjacent Statham Lodge Hotel.

Historic Environment

20. Development will be required to preserve and enhance the setting of heritage assets in close proximity to the site.

21. In accordance with the Heritage Impact Assessment for Lymm/Poole Lane, specific mitigation is required for the following designated heritage assets in proximity to the site:

a. Statham Lodge Hotel – requirement for screening buffer and potential restriction on heights of development within setting.

Why we have taken this approach

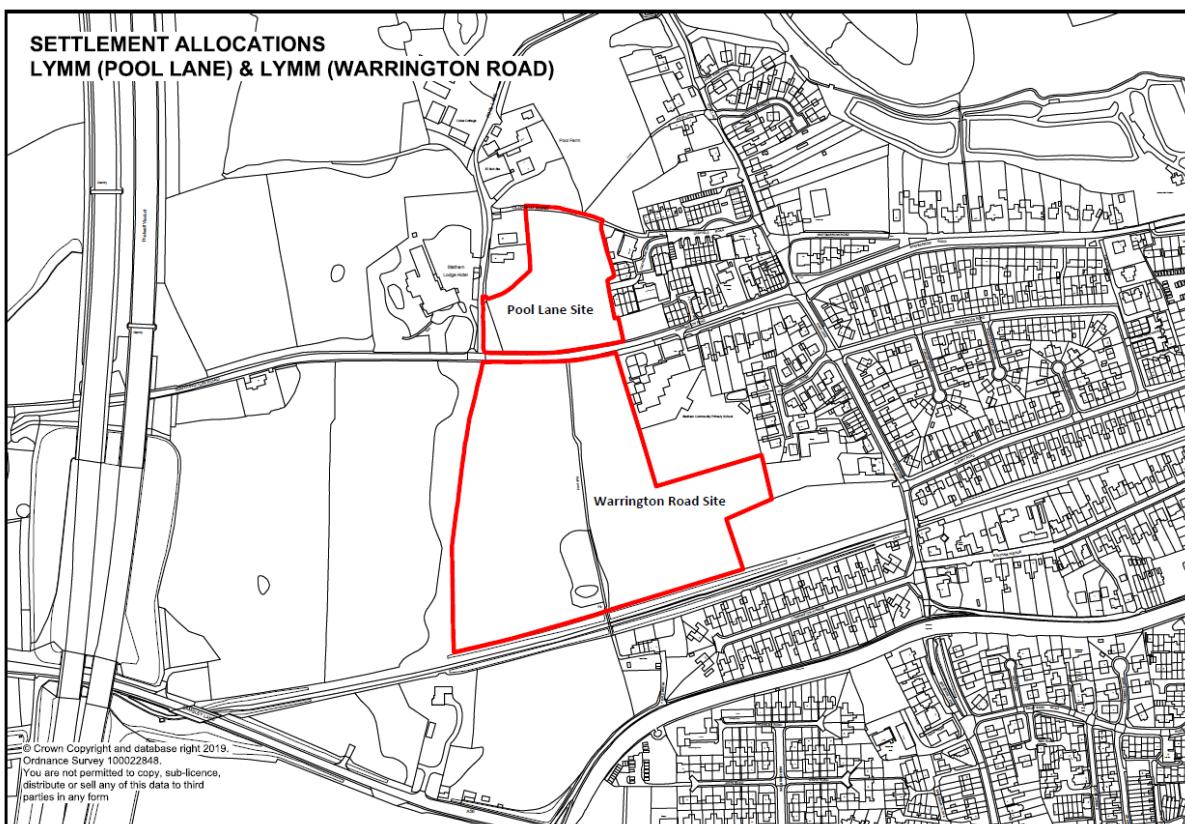
10.10.3 The site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a weak contribution to the objectives of the Green Belt.

10.10.4 Its location will ensure good access to services in Lymm neighbourhood centre and major existing employment areas in Warrington Town Centre and the proposed employment area in the Garden Suburb.

10.10.5 The Allocation Policy will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be secured to ensure that Lymm's infrastructure/services can support the level of population growth.

10.10.6 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the Plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.

Figure 26 – Lymm Pool Lane Site Boundary



Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- Infrastructure Delivery Plan (2019)
- WBC Transport Model
- Heritage Impact Assessment for the Outlying Settlements (2019)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Planning Obligations SPD
- Emerging Lymm Neighbourhood Plan
- Lymm Heritage and Character Assessment (2018)

Council Wide Strategies

- Draft Local Transport Plan (LTP4)

Delivery Partners

- Developers promoting the site for residential development

10.11 Lymm (Rushgreen Road/Tanyard Farm)

- 10.11.1 Land to the east of the inset settlement of Lymm bounded by Rushgreen Road, Tanyard Farm and the Bridgewater Canal will be allocated for a residential led mixed use development providing a minimum of 200 new homes and a new health facility.
- 10.11.2 The development will provide a high quality residential setting with ease of access to existing local services and facilities in Lymm and employment opportunities in Warrington Town Centre and the Garden Suburb
- 10.11.3 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2021/22, with the development completed in full within the first 10 years of the Plan period.

Policy OS7 – Lymm (Rushgreen Road/Tanyard Farm)

1. Land to the east of Lymm (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 200 homes and a new health facility.
2. The development of the site should be in accordance with the emerging Lymm Neighbourhood Plan and take into account the Lymm Heritage and Character Assessment (2018).

New Homes

3. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.
4. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.
5. Specific provision should be made for self-build/custom build plots, subject to local demand as demonstrated by the Council's self-build register.
6. To reflect the site's location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph.

Community Facilities

7. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.
8. Development will be required to provide a new primary health care facility of a minimum of 1,500 sq.m.

Open Space and Recreation

9. In accordance with the Council's open space standards the overall provision of open space for the new residential development should include as a minimum:

- a. Public open space – Delivery of a minimum of 0.99ha of open space, comprising 0.25ha of informal play space and 0.74a of parks and gardens on the application site together with details of the management and maintenance arrangements.
- b. Equipped play – Delivery of provision equating to 0.115ha (aligned two LEAPs) on the site together with details of the management and maintenance arrangements.

10. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision that will serve residents of the development.

Natural Environment

11. The layout of the development should take account of existing landscape features, including trees, ponds, watercourses (including the Bridgewater Canal) and significant hedgerows and ensure the site contributes to the wider objectives of the Northern Forest.

Green Belt

12. The east and southern boundaries of the site define the Green Belt boundary. A landscape scheme will be required that retains and enhances the trees and hedgerows along these Green Belt boundaries, and enhances the setting of the Bridgewater Canal.

Transport and accessibility

13. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site to connect into the wider existing footway network (including the Bridgewater Canal towpath that runs along the southern boundary of the site) and provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

14. The development will be required to make a contribution towards the delivery of improved cycle links to employment opportunities in the Town Centre and the proposed employment allocation in the Garden Suburb.

15. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Rushgreen Road are accessible by pedestrians.

Utilities and Environmental Protection

16. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

17. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

18. The development should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

Historic Environment

19. Development will be required to preserve and enhance the setting of heritage assets in close proximity to the site.

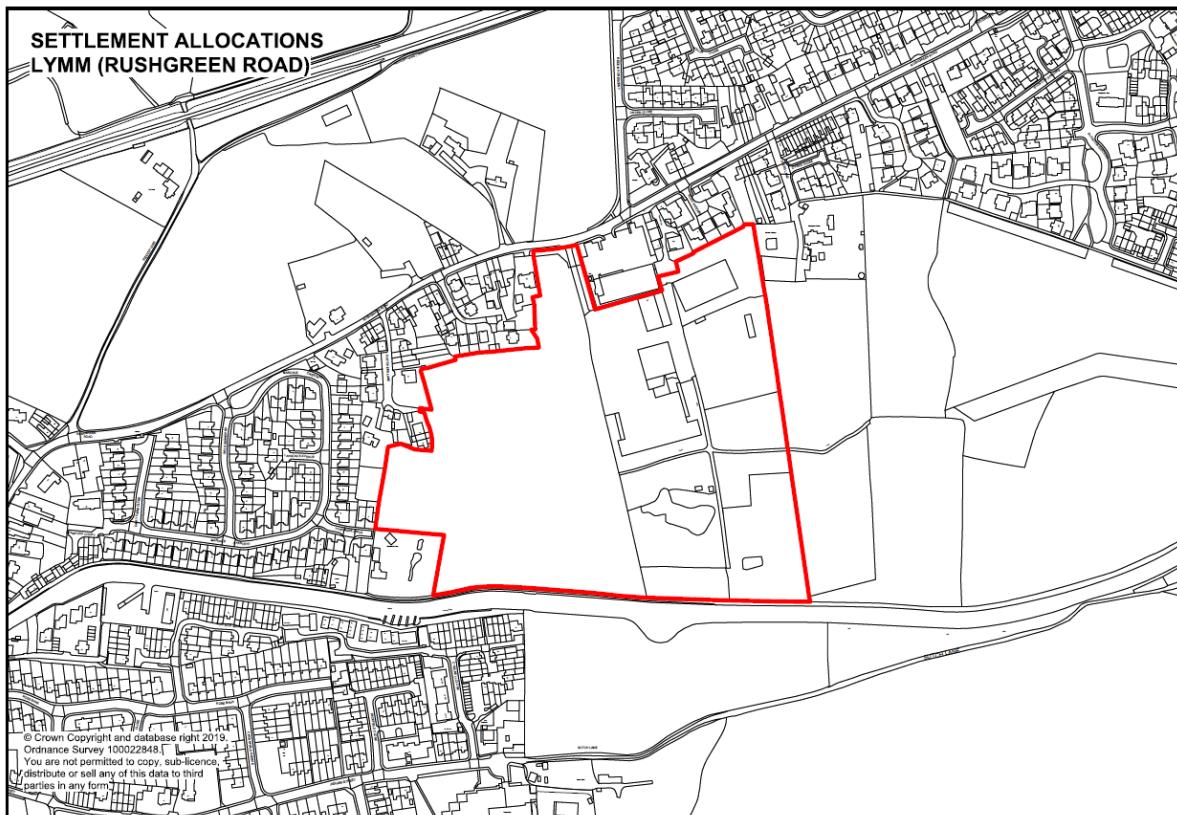
20. In accordance with the Heritage Impact Assessment for Lymm/Tanyard Farm, specific mitigation is required for the following designated heritage assets in proximity to the site:

a. Tanyard Farmhouse – requirement for screening buffer and potential restriction on heights of development in close proximity to the asset.

Why we have taken this approach

10.11.4 The site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a moderate contribution to the objectives of the Green Belt.

Figure 27 – Rushgreen Road/Tanyard Farm Site Boundary



10.11.5 Its location will ensure good access to services in Lymm neighbourhood centre and major existing employment areas in Warrington Town Centre and the proposed employment area in the Garden Suburb.

10.11.6 The Allocation Policy will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment.

10.11.7 Contributions towards infrastructure provision will be secured to ensure that Lymm's infrastructure/services can support the level of population growth. The existing GP facilities in Lymm are at capacity and have no prospect of expansion. The delivery of a new primary care health facility is therefore a key requirement of the development. The final size and nature of the facility will need to be confirmed with the Warrington Clinical Commissioning Group (CCG).

10.11.8 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- Infrastructure Delivery Plan (2019)
- WBC Transport Model
- Heritage Impact Assessment for the Outlying Settlements (2019)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Planning Obligations SPD
- Emerging Lymm Neighbourhood Plan
- Lymm Heritage and Character Assessment (2018)

Council Wide Strategies

- Draft Local Transport Plan (LTP4)

Delivery Partners

- Developers promoting the site for residential development

10.12 Lymm (Warrington Road)

- 10.12.1 Land to the west of the inset settlement of Lymm bounded by Warrington Road, the Trans-Pennine Trail and Statham Community Primary School will be allocated for residential development, providing a minimum of 130 new homes.
- 10.12.2 The development will provide a high quality residential setting with ease of access to existing local services and facilities in Lymm and employment opportunities in Warrington Town Centre and the Garden Suburb.
- 10.12.3 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2021/22, with the development completed in full within the first 10 years of the Plan period.

Policy OS8 – Lymm (Warrington Road)

1. Land to the west of Lymm (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 130 homes.
2. The development of the site should be in accordance with the emerging Lymm Neighbourhood Plan and take into account the Lymm Heritage and Character Assessment (2018).

New Homes

3. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.
4. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.
5. Specific provision should be made for self-build/custom build plots, subject to local demand as demonstrated by the Council's self-build register.
6. To reflect the site's location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph.

Community Facilities

7. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.
8. Development will be required to make a contribution towards the provision of additional primary care capacity.

Open Space and Recreation

9. In accordance with the Council's open space standards the overall provision of open space for the new residential development should include as a minimum:

- a. Public open space – Delivery of a minimum of 0.65ha of open space, comprising 0.17ha of informal play space and 0.48Ha of parks and gardens on the application site together with details of the management and maintenance arrangements.
- b. Equipped play – Delivery of provision equating to 0.075ha (aligned to LEAP) on the site together with details of the management and maintenance arrangements.

10. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision that will serve residents of the development.

Natural Environment

11. The layout of the development should take account of existing landscape features, including trees, ponds and significant hedgerows and ensure the site contributes to the wider objectives of the Northern Forest.

Green Belt

12. The west and part of the southern boundaries of the site define the Green Belt boundary. A landscape scheme will be required that retains and enhances the trees and hedgerows along these Green Belt boundaries, particularly the woodland along the western boundary and creates a notable area of natural habitat.

Transport and accessibility

13. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site to connect into the wider existing footway network (including footpath no.10 that traverses the site north to south) and provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

14. The development will be required to make a contribution towards the delivery of improved cycle links to employment opportunities in the Town Centre and the proposed employment allocation in the Garden Suburb.

15. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Warrington Road are accessible by pedestrians.

Utilities and Environmental Protection

16. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures that take account of existing surrounding drainage patterns.

17. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

18. The development should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

19. The design of the development must incorporate appropriate measures to mitigate noise impacts from the adjacent Statham Lodge Hotel.

Historic Environment

20. Development will be required to preserve and enhance the setting of heritage assets in close proximity to the site.

21. In accordance with the Lymm/Poole Lane Heritage Impact Assessment, specific mitigation is required for the following designated heritage assets in proximity to the site:

a. Statham Lodge Hotel – requirement for screening buffer and potential restriction on heights of development within setting.

Why we have taken this approach

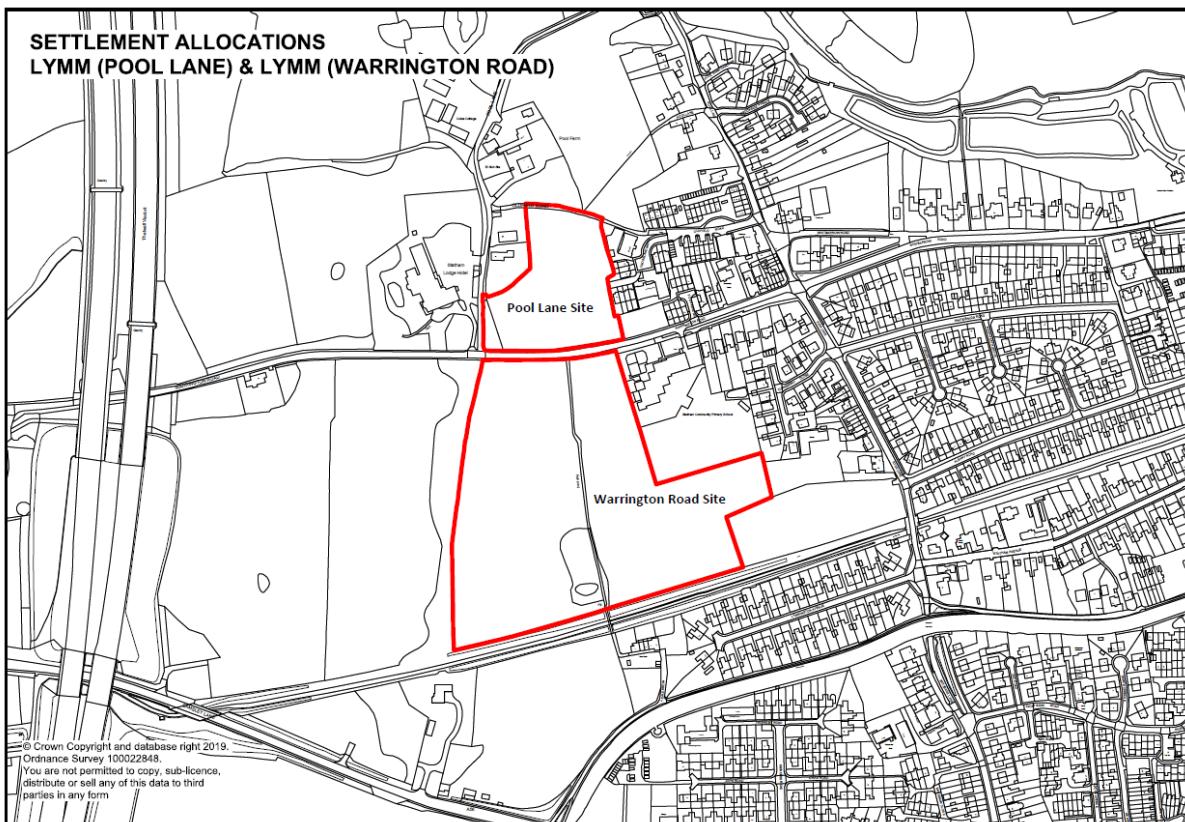
10.12.4 The site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a moderate contribution to the objectives of the Green Belt.

10.12.5 Its location will ensure good access to services in Lymm neighbourhood centre and major existing employment areas in Warrington Town Centre and the proposed employment area in the Garden Suburb.

10.12.6 The Allocation Policy will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be secured to ensure that Lymm's infrastructure/services can support the level of population growth.

10.12.7 There are surrounding habitats, primarily to the west of the site that rely upon a 'wetland' environment. The Habitats Regulations Assessment has highlighted potential impacts from the development of this site which have necessitated specific controls within the Policy.

Figure 28 – Lymm Warrington Road Site Boundary



10.12.8 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the Plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- Infrastructure Delivery Plan (2019)
- WBC Transport Model
- Heritage Impact Assessment for the Outlying Settlements (2019)
- Information submitted in support of ‘Call for Sites’ by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Planning Obligations SPD

- Emerging Lymm Neighbourhood Plan
- Lymm Heritage and Character Assessment (2018)

Council Wide Strategies

- Draft Local Transport Plan (LTP4)

Delivery Partners

- Developers promoting the site for residential development

10.13 Land to the north of Winwick

- 10.13.1 Land to the north of Winwick between Golborne Road (A573) and Waterworks Lane will be allocated for residential development, providing a minimum of 130 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Winwick and employment opportunities at Omega/Gemini/Winwick Quay.
- 10.13.2 The development will be designed to respect the setting of the site of the Battle of Winwick, which is a Registered Battlefield.
- 10.13.3 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2021/22, with the settlement extension completed in full within the first 10 years of the Plan period.

Policy OS9 – Land to the north of Winwick

1. Land to the north of Winwick (inset settlement) will be removed from the Green Belt and allocated for development for a minimum of 130 homes.

New Homes

2. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.
3. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.

4. Specific provision should be made for self-build/custom build plots, subject to local demand as demonstrated by the Council's self-build register.

5. To reflect the site's location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph.

Community Facilities

6. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.
7. Development will be expected to make a contribution towards the provision of additional primary care capacity.

Open Space and Recreation

8. In accordance with the Council's open space standards the overall provision of open space for the new residential development should include as a minimum:

a. Public open space – Delivery of a minimum of 0.77ha of open space, comprising 0.17ha of informal play space and 0.60ha of natural/semi-natural green space on the application site together with details of the management and maintenance arrangements.

b. Equipped play – Delivery of provision equating to 0.075ha (aligned to LEAP) on the application site together with details of the management and maintenance arrangements.

9. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitches that will serve residents of the development.

Natural Environment

10. The layout of the settlement extension should take account of existing landscape features, including watercourses and significant hedgerows and ensure the site contributes to the wider objectives of the Northern Forest.

Green Belt

11. The western, northern and eastern boundaries of the site define the Green Belt boundary. A landscape scheme will be required that reinforces these Green Belt boundaries, particularly the hedgerow along the northern boundary.

Transport and accessibility

12. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site to connect into the wider existing footway network to the south and provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

13. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Newton Road (A49) and Myddleton Lane are accessible by pedestrians.

Utilities and Environmental Protection

14. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

15. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

Development within the site should not impact on the operation of the existing power line that crosses the site.

16. The development should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

Historic Environment

17. Development will be required to preserve and enhance the setting of heritage assets in close proximity to the site.

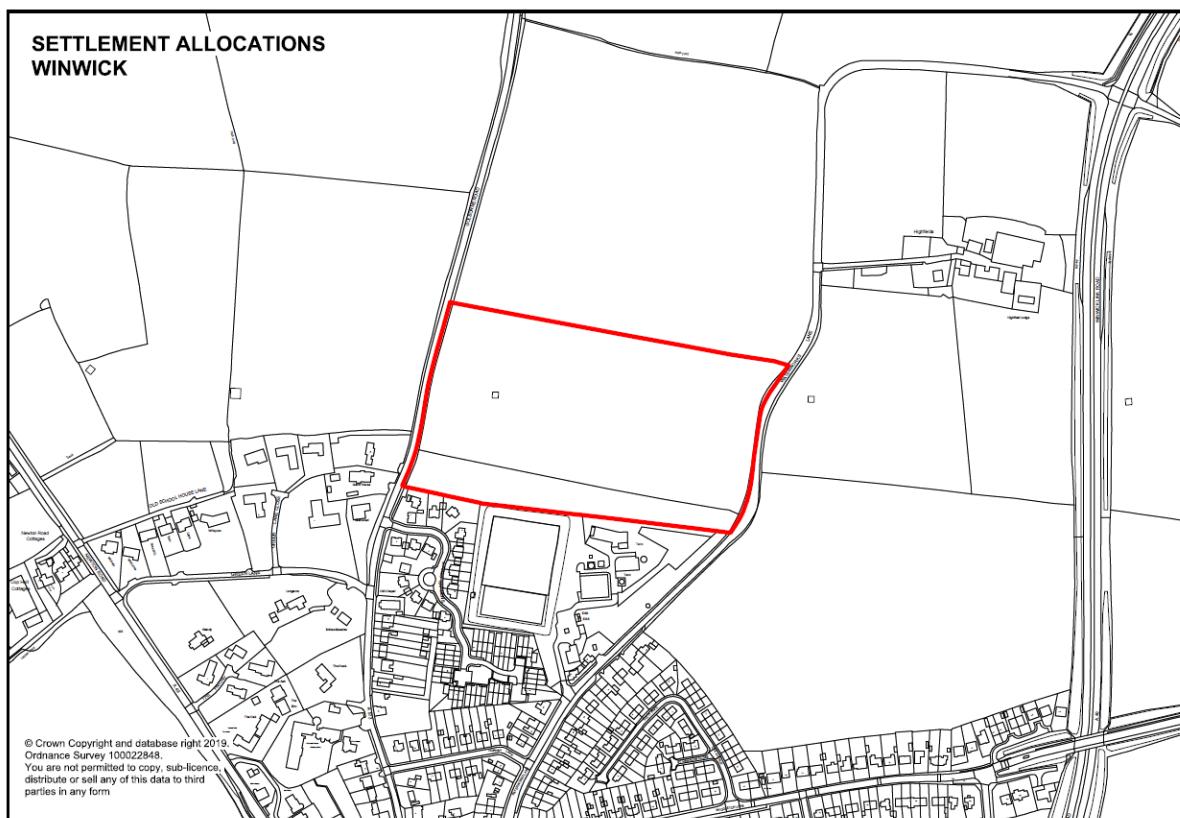
18. In accordance with the Winwick Heritage Impact Assessment, specific mitigation is required for the following designated heritage assets in proximity to the site:

a. Registered Battlefield of the site of the Battle of Winwick – requirement for screening buffer and potential restriction on heights of development within setting.

Why we have taken this approach

10.13.4 The site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a moderate contribution to the objectives of the Green Belt.

Figure 29 – Winwick Site Boundary



10.13.5 Its location will ensure good access to services in Winwick local centre, Warrington Town Centre, and major existing and proposed employment areas at Winwick Quay, Omega and Gemini.

10.13.6 The Allocation Policy will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure

provision will be secured to ensure Winwick's infrastructure can support the increased population generated by the site's development.

10.13.7 The site is located in a sensitive location with regard to historic Battlefield. It is therefore imperative that development respects the setting of this important heritage asset.

10.13.8 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.

Key Evidence

- National Planning Policy Framework (2019)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- Infrastructure Delivery Plan (2019)
- WBC Transport Model
- Heritage Impact Assessment for the Outlying Settlements (2019)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2019)
- SA Report: Proposed Submission Version Local Plan (2019)

Other Planning Documents

- Planning Obligation SPD

Council Wide Strategies

- Draft Local Transport Plan (LTP4)

Delivery Partners

- Developers promoting the site for residential development

MONITORING AND REVIEW

11 Monitoring Framework

11.1 Monitoring Warrington's Local Plan and keeping it up to date

- 11.1.1 The success of the Local Plan will be judged by its effectiveness in achieving its objectives and making progress towards the vision. This can be measured by monitoring progress against a range of indicators that can be identified and reported upon each year in the Council's Annual Monitoring report.
- 11.1.2 Where monitoring identifies there is a fundamental risk to the delivery of the Local Plan then this enables the Council to identify necessary interventions including the potential review of the Local Plan.

Policy M1 - Local Plan Monitoring and Review

Monitoring Framework

1. The Council will prepare an Annual Monitoring Report setting out performance against Local Plan policies based on the indicators provided in Appendix 2.
2. If delivery of housing, including affordable housing, in any given monitoring year falls below 100% of the annual requirement, the Council will consider implementing all or some of the following measures to bring forward development:
 - a. Working with developers and infrastructure providers to remove obstacles to the delivery of sites;
 - b. Seeking alternative sources of funding if problems with infrastructure provision is delaying development of key strategic sites;
 - c. Consideration of the potential to increase density on allocated sites;
 - d. Consideration of the ability to deliver strategic sites earlier in the Plan period; andWorking with other authorities under the Duty to Co-operate to address any unmet needs.
3. Where total delivery of housing is less than 75% of the annual requirement for three consecutive monitoring years, this will trigger the need for the consideration of a review or partial review of the Local Plan.
4. Where there is an identified risk to delivery of infrastructure essential to delivering the Spatial Strategy of the Plan, this will trigger the need for the consideration of a review or partial review of the Local Plan.

Monitoring Main Development Allocations

5. In order to ensure timely delivery of the Main Development Areas, the Council will draw up an action plan setting out key milestones for the delivery of these areas, including masterplanning, phasing of infrastructure and submission of planning applications, and monitor progress on an annual basis.
6. The annual rate of housing completions within the Main Development Areas will be considered as part of Borough wide monitoring.

Why we have taken this approach

- 11.1.3 Regular monitoring of actual development outcomes against the Plan is an essential part of ensuring that the Plan is effective. Monitoring can indicate areas where interventions may be needed to achieve the objectives of the Plan, and may also demonstrate the need for a review or partial review of the Plan. Of key importance to Warrington is the monitoring of housing delivery.
- 11.1.4 Given the size and complexity of the Garden Suburb, South West Extension and the Waterfront, and the fact they are expected to make a significant contribution towards housing needs within the Plan period, it is considered important to closely monitor their implementation.
- 11.1.5 The indicators contained within Policy M1 Monitoring Framework will be monitored on an annual basis through the Council's Annual Monitoring Report, alongside a range of other contextual indicators as set out in Appendix 2.

GLOSSARY

Glossary

Accessibility: The ease at which people have access to key services at a reasonable cost and in a reasonable time, such as by a choice of means of transport. Consideration of sites based on how accessible a site is by sustainable modes of transport to key services; Food, Retail, Health, Employment & Education.

Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a) **Affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- b) **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
- c) **Discounted market sales housing:** is sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- d) **Other affordable routes to home ownership:** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Aggregates: Granular or particulate material that is suitable for use in construction as concrete, mortar, roadstone, asphalt or drainage courses, or for use as constructional fill or railway ballast.

Air Quality Management Areas (AQMA): Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Allocation: The designation of land within a development plan for a particular use such as residential development.

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

Ancient Woodland: An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

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

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

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

Best and most versatile agricultural land: Land in grades 1, 2 and 3a of the Agricultural Land Classification.

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

Biodiversity Action Plan (BAP): A Biodiversity Action Plan is a strategy prepared for a local area aimed at conserving and enhancing biological diversity.

Brownfield Land: See "Previously Developed Land".

Build for Rent: Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

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

Carbon Emissions: See emissions.

Certificates of Lawfulness of Existing Use or Development (CLEUD): This is a legal document (not a planning permission) issued by the Local Planning Authority that is generally used to regularise unauthorised development and prevent enforcement action being taken by that Authority against any breach of planning policy or conditions. The certificate establishes that an existing use, operation or activity named in it is lawful and as such cannot be enforced upon.

Certificates of Lawfulness of Proposed Use or Development (CLOPUD): where you wish to confirm that a proposed use is lawful or any operations that are proposed would be lawful if undertaken without prior consent.

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

Climate change Adaptation: Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Clinical Commissioning Group (CCG): These commission most of the hospital and community NHS services in the local areas for which they are responsible. Commissioning involves deciding what services are needed for diverse local populations, and ensuring that they are provided.

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

Community forest: An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations.

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

Comparison Goods (Retail): The retail of goods which include: clothing and footwear; furniture, furnishings and household equipment (excluding non-durable household goods); medical and pharmaceutical products, therapeutic appliances and equipment; and, educational and recreation equipment and accessories. It specifically does not include the wholesale of goods. (Compare to the separate definition of Convenience Goods).

Conservation: The process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate enhances its significance.

Conservation Area: An area of special architectural interest, the character of which it is desirable to preserve or enhance.

Construction, Demolition and Excavation (CD&E) Waste: Controlled waste arising from the construction, repair, maintenance and demolition of buildings and structures.

Contaminated Land: Land where the actual or suspected presence of substances, in, on or under the land may cause risk to people, property, human activities or the environment regardless of whether or not the land meets the definition of contaminated land in Part IIA of the Environmental Protection Act 1990.

Convenience Goods (Retail): The retail of goods which include food, alcoholic and non-alcoholic beverages, tobacco and non-durable household goods. It specifically does not include the wholesale of goods. (Compare to the separate definition of Comparison Goods).

Critical Drainage Areas: Locations at risk from surface water flooding that, if not managed, will be particularly sensitive to large rainfall events and/or any increases in the rate of surface water runoff and/or volume entering the system. The most severe or problematic areas are classified as Critical Drainage Areas. These are identified where:

- There is a high risk of localised flooding as identified by historical or future flood risk data. This will include flooding from urban watercourses, including culvert surcharging and overland surface water flows, and the potential for flooding from the sewer network due to failure/blockage or exceedance events when the storm return period is greater than the sewer was designed for; or
- Where there are areas of significant development/redevelopment planned that could have a significant impact on surface water runoff to local watercourses and the sewer network.

Culvert: A covered channel or pipe designed to prevent the obstruction of a watercourse or drainage path by an artificial construction. There is no definition in current legislation. This definition will be added to Section 72 of the Land Drainage Act.

Curtilage: A legal term describing the enclosed area of land around a dwelling.

Decentralised energy: Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies.

Decentralised energy supply/network: Energy supply from local renewable and low-carbon sources (ie on-site and near-site, but not remote off-site) usually on a relatively small scale. Decentralised energy is a broad term used to denote a diverse range of technologies, including micro-renewables, which can locally serve an individual building, development or wider community and includes power, heating and cooling energy. A decentralised energy network is the network of pipes or cables that supplies the energy.

Deliverable: To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

- a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).
- b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

Density: Density is a measurement that compares the amount of matter an object has to its volume. An object with much matter in a certain volume has high density. An object with little matter in the same amount of volume has a low density. Density is found by dividing the mass of an object by its volume.

Design Code: A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as masterplan or other design and development framework for a site or area.

Designated Heritage Asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.

Developable: To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

Development: Defined in Section 44 of the Town and Country Planning Act 1990 as: - "The carrying out of building, engineering, mining or other operations, in, on, over or under land, or the making of any material change in the use of any buildings or other land".

Development Brief: A document containing guidance to a developer on Council requirements for a site.

Development Plan: Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

District Centre: District Centres will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

District Heating Network: This is a network of insulated pipes that provides heat, in the form of either hot water or hot air, from a centralised source to multiple users.

Dwelling: A single self-contained household space (an unshared dwelling) or two or more household spaces at the same address that are not self-contained, but combine to form a shared dwelling that is self-contained. A household space is the accommodation that a household occupies, and self-containment means that all rooms, including the kitchen, bathroom and toilet are behind a door (but not necessarily a single door) only that household can use. In most cases, a single household space will be an unshared dwelling.

Ecological Assets: The benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation.

Ecological Networks: These link sites of biodiversity importance.

Edge of Centre: For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 meters of a town centre boundary. For office development, this includes locations outside the town centre but within 500 meters of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Emissions: The release of greenhouse gases into the atmosphere. Greenhouse gases 'trap' energy radiated by the Earth within the atmosphere and include carbon dioxide (CO₂), methane, nitrous oxide and fluorinated gases.

Employment Uses: The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. This Order is periodically amended. Employment use classes fall under Class B1 A, B and C (business), Class B2 general industrial use, and B8 use for storage or as a distribution centre.

Energy efficiency: Involves cutting down on waste energy by achieving desired levels of lighting, heating or cooling for the minimum amount of energy use. A good example is an energy efficient light bulb which produces the same amount of light as a conventional bulb but uses up to 75% less energy to do so.

Energy needs: In respect of Policy ENV7 this means the predicted annual energy requirement for a development which is used in the calculation of Part L of the Building Regulations. It includes all the fixed (regulated) energy use (i.e. Heating, lighting, hot water and cooling/air conditioning) that forms part of the Part L assessment and should be measured in kWh/m²/year.

European Sites: This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010.

Flood Plain: Land adjacent to a watercourse over which water flows in times of flood, or would flow but for the presence of flood defences, where they exist.

Flood Risk: An expression of the combination of the flood probability or likelihood and the magnitude of the potential consequences of the flood event.

Flood Risk Assessment: A study to assess the risk to an area or site from flooding, now and in the future, and to assess the impact that any changes or development on the site or area will have on flood risk to the site and elsewhere. It may also identify, particularly at more local levels, how to manage those changes to ensure that flood risk is not increased. NPPF technical guidance differentiates between regional, sub-regional/strategic and site-specific flood risk assessments.

Flood Zone 1: The annual probability of flooding is lower than 0.1%. Technical Guidance to the National Planning Policy Framework imposes no constraints upon development here.

Flood Zone 2: Flood Zone 2 is defined as ‘Medium Probability’ with an annual probability of flooding between 0.1 and 1.0% for fluvial and 0.1 and 0.5% for tidal and coastal flooding. The Technical Guidance to the NPPF recommends that Flood Zone 2 is suitable for most development with the exception of Highly Vulnerable uses (unless the Exception Test is passed), as defined within Table 2 of the Technical Guidance.

Flood Zone 3: Flood Zone 3 is defined as ‘High Probability’ with an annual probability of flooding of 1.0% or greater for fluvial and 0.5% or greater for tidal or coastal. The Technical Guidance to the NPPF recommends that appropriate development is based upon a further classification of Flood Zone 3 into: 3a High Probability; and 3b Functional Floodplain. Greater constraints are placed upon development within Flood Zone 3 compared to any other Flood Zone; refer to Table 2 of the Technical Guidance for details.

Footprint: The aggregate ground floor area of a building, or complex of buildings but not the entire area of the plot.

Frontage: The part of a building that faces onto the public realm.

Geodiversity: The range of rocks, minerals, fossils, soils and landforms.

Green Belt: A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purpose of the Green Belt is to;

- check the unrestricted sprawl of large built up areas
- prevent neighbouring towns from merging
- safeguard the countryside from encroachment
- assist urban regeneration by encouraging the recycling of derelict and other urban land

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

Greenfield: Land on which no development has previously taken place unless the previous development was for agriculture or forestry purposes or, the remains of any structure or activity have since blended into the landscape.

Green Infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Greenway Network: as identified on the Policies Map, comprises a borough wide system of existing and potential off-road routes for walking and cycling, and in parts for horse riding, connecting people to facilities, places of work and green spaces in and around the urban area, and to the countryside.

Groundwater: Refers to all sub-surface water as distinct from surface water. Generally groundwater is considered to be that water which is below the surface of saturation and contained within porous soil or rock stratum (aquifer).

Gypsy and Traveller (as defined by National Policy): Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.

Habitat: The area or environment where an organism or ecological community usually lives.

Habitats Regulations Assessment (HRA): HRA assesses the likely impacts of the possible effects of a plan's policies on the integrity of the Natura 2000 sites (including possible effects 'in combination' with other plans projects and programmes).

Hectare (HA): A unit of land area equivalent to 10,000 square metres or 0.01 of a square kilometre. One Hectare is approximately equal to 2.5 acres.

Heritage: Resources inherited which people value for more than their function.

Heritage Asset: A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Highways England: The government-owned company charged with operating, maintaining and improving England's motorways and major A roads.

Historic Environment: All aspects of the environment resulting from the integration between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Historic Environment Record (HER): Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

Housing Delivery Test: Measures net additional dwellings provided in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.

Housing Land Supply: A document setting out the 5 year housing land supply position on 1st April each year, prepared by the local planning authority in consultation with developers and others who have an impact on delivery.

Hydrocarbon: A compound of hydrogen and carbon, such as any of those which are the chief components of petroleum and natural gas.

Identified Housing Need: A particular type, size and tenure of house for which, by way of reference to the Council's Strategic Housing Market Assessment (SHMA) or any future housing needs assessment, there is a proven local need.

Indicator: A measure of variables over time, often used to measure the achievement of objectives.

Indices of Multiple Deprivation (IMD): A rating of the relative level of social exclusion in an area. Looks individually at deprivation in relation to: income, employment, health and disability, education, skills and training, crime, barriers to housing and services, and the living environment. Also looks at a general rating taking all the issues into account.

Inert: A material that will not react chemically to others. In the context of waste, it is materials such as hard-core, sand and clay.

Infrastructure: A collective term for services such as roads, electricity, sewerage, water, children's services, health facilities and recycling and refuse facilities.

Key Diagram: The Key Diagram articulates the Strategic Vision in an illustrative form. It shows the areas and broad locations that will be the main focus for development in Warrington over the 20 year period of the Local Plan. It is important to note that it is a diagram and not a map; whilst in some regards it is based upon geographic information it is not intended to notate the precise location of any proposals or areas with specific policy requirements or constraints.

Landfill: Site for the disposal of waste into or onto land, as defined by the Landfill (England and Wales) Regulations 2002 (as amended). Landfill sites can range from a few hectares (ha) to more than 100ha and can receive inert, non-inert and/or hazardous waste. Typical after uses include: agriculture, public open space and nature conservation. Based on a site receiving 250,000tpa, a landfill could employ greater than 10 workers.

Landscape: An area as perceived by people whose character is the result of the action and interaction of natural and/or human factors

Landscape Character: Identification of what makes a place unique. An assessment can provide a mechanism by which local communities and other

Landscape Character Assessment: Assessment of the distinct and recognisable elements of the landscape across the borough.

Lead Local Flood Authority (LLFA): Are responsible for developing, maintaining and applying a strategy for local flood risk management in their areas and for maintaining a register of flood risk assets.

Listed Building: A building of special architectural or historic interest, as listed under s1 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Listed Buildings are graded under the English Heritage classification to show their relative importance, with Grade I buildings being of exceptional interest, Grade II* being particularly important buildings of more than special interest. Most Listed Buildings are Grade II.

Local Distinctiveness: The positive features of a place and its communities which contribute to its special character and sense of place.

Local Housing Need: The number of homes identified as being needed through the application of the standard method set out in national planning guidance (or, in the context of preparing strategic policies only, this may be calculated using a justified alternative approach as provided for in paragraph 60 of this Framework).

Local Nature Partnership: A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

Local Nature Reservations: Local Nature Reserves (LNRs) are for both people and wildlife. They offer people special opportunities to study or learn about nature or simply to enjoy it. All district and county councils have powers to acquire, declare and manage LNRS. To qualify for LNR status, a site must be of importance for wildlife, geology, education or public enjoyment. Some are also nationally important Sites of Special Scientific Interest. LNRS must be controlled by the local authority through ownership, lease or agreement with the owner. The main aim must be to care for the natural features which make the site special.

Local Plan: A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Local Plan Core Strategy: A Local Plan document that sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision.

Local Planning Authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council, London borough council, county council, Broads Authority, National Park Authority, the Mayor of London and a development corporation, to the extent appropriate to their responsibilities.

Local Transport Plan (LTP): A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.

Local Wildlife Sites: There are currently a number of different terms in use to describe Local Wildlife Sites, including Sites of Importance for Nature Conservation (SINCs), Sites of Nature Conservation Importance (SNClIs) and County Wildlife Sites. Local Wildlife Sites are usually selected within a local authority area and this process is often managed by the local Wildlife Trust together with representations of the local authority and other local wildlife conservation groups. They support both locally and nationally threatened wildlife and many sites will contain habitats and species that are priorities under the county or UK Biodiversity Action Plans (BAPs).

Main Town Centre Uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major Development¹: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floor space of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Mersey Forest: A partnership project which aims to create woodlands which bring benefits to people, wildlife and the economy.

Mineral Safeguarding Area: An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

Mitigation: Involves taking action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

National Planning Policy Framework (NPPF): The National Planning Policy Framework (NPPF) came into effect in March 2012 (and since updated 2018/2019) and sets out the Government's requirements for the planning system in the form of a statement of national policy which aims to achieve sustainable development through the preparation of local plans and the management of development proposals by local planning authorities. The NPPF replaces all previously published Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs) except for PPS10 (Sustainable Waste Management) which is still relevant until replaced in due course by a National Waste Plan.

Natural Asset: Natural assets are assets of the natural environment. These consist of biological assets (produced or wild), land and water areas with their ecosystems, subsoil assets and air.

Natural Surveillance: Crime Prevention Through Environmental Design (CPTED) is a set of design principles used to discourage crime. The concept is simple: Buildings and properties are designed to prevent damage from the force of the elements and natural disasters; they should also be designed to prevent crime.

Nature Conservation: The protection and enhancement of the natural environment.

Nature Improvement Areas: Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change.

Nature Recovery Network: An expanding, increasingly connected, network of wildlife-rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as landscape or catchment scale recovery areas where there is coordinated action for species and habitats.

¹ Other than for the specific purposes of paragraphs 172 and 173 in the National Planning Policy Framework.

Neighbourhood Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which parish councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.

Neighbourhood Plan: A plan prepared by a Parish Council or Neighbourhood Forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

Northern Powerhouse Rail (NPR): Northern Powerhouse Rail is a transformational rail programme to better connect the key economic areas and cities of the North. Delivered over 30 years and combining new, existing and already planned lines, the programme will improve east-west connections, offering a radical change in journey times, reliability frequency and capacity.

Open Space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Out of Centre: A location which is not in, or on, the edge of a centre but not necessarily outside the urban area.

Out of town: A location out of centre that is outside the existing urban area.

People with disabilities: People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

Permanent Pitch/Site (with regards to Gypsy and Traveller accommodation): An authorised pitch/site which provides a permanent base for long-stay use by residents of Travelling communities.

Permitted Development Rights: Development for which planning permission is required, but is deemed to have been granted by the General Development Order.

Petroleum Exploration and Development Licence (PEDL): Licence issued by the Government that allows a company to pursue a range of oil and gas exploration activities, subject to necessary drilling/development consents and planning permission.

Pitch (with regards to Gypsies and Travellers): An authorised area of land which is generally home to one Gypsy and Traveller household. There is no one-size-fits-all with regards to the precise size of a pitch but as a general guide an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan (or two trailers), drying space for clothes, a lockable shed (for bicycles, wheelchair storage etc.), parking space for two vehicles and a small garden area.

Plan Period: The plan period we are working to is 2017 -2037.

Planning Obligation: A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Planning Policy Guidance (PPG): Guidance produced by the Government setting out national planning policy.

Playing field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Plot (with regards Travelling Showpeople): An authorised area of land which is generally home to one Travelling Showperson household. As well as dwelling units, Travelling Showpeople often keep their commercial equipment on a plot. There is no one-size-fits-all with regards to the precise size of a plot but as a rule of thumb one acre of land can accommodate ten showmen's caravans and accompanying vehicles and equipment. Sometimes plots are also referred to as a Showman's yard.

Policies Map: The Policies Map explains geographically the adopted policies and proposals of the Local Planning Framework. The adopted Policies Map reflects the most up-to-date spatial plan for the Borough and so is revised when new policies and proposals are adopted.

Previously Developed Land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Primary Shopping Area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Priority Habitats and Species: Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Protected Species: Plants and species afforded protection under certain Acts of Law and Regulations.

Public realm: This is the space between and within buildings that are publicly accessible, including streets, squares, forecourts, parks and open spaces.

Regeneration: A regeneration activity is one which is part of a wide and balanced approach to enhancing the overall wellbeing of a community, through social, physical and economic improvements - combining economic competitiveness, environmental sustainability and social equity to bring about renewal.

Regionally Important Geological Sites (RIGs): Government guidance uses the term Local Sites for these non-statutory sites, as distinct from the Sites of Special Scientific Interest which are protected by government statute. In England they are often called **Local Geological Sites**.

Registered Providers: Replaces the old definition of Registered Social Landlord ("RSL") which has been replaced with the concept of registered providers of social housing. All providers of social housing will now be listed on a register and will become a "registered provider".

Renewable: A natural resource or source of energy not depleted when used.

Renewable and Low-carbon Energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Scheduled Monuments: Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

Setting of a Heritage Asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Self-build and Custom-build Housing: Housing built by an individual, a group of individuals, or persons working with them or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1 (A1) and (A2) of that Act.

Shallow Coal: Shallow and Probable Shallow Coal Mine Workings (no buffers). Recorded shallow workings and associated probable shallow mine workings make up a large proportion of the Development High Risk Areas. Shallow mining is usually defined as depth of less than 30 metres.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Site Investigation infomation: Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 Investigation of Potentially Contaminated Sites - Code of Practice).

Sites of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Small scale, low-impact infill development: What does or does not constitute this form of development will ultimately be determined on a case by case basis through an evaluation of the site in the context of its immediate locality and wider settlement within which it is located. An 'infill' opportunity is generally regarded as a small gap in an existing otherwise built up frontage or the rounding off of an existing settlement boundary. With regards to impacts, consideration will be afforded to the effect of the proposal on the street scene, character and amenity of the area as well as any pressures placed on physical and social infrastructure.

Special Protection Area: Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

Specialist Housing Need: A proven need for a form or type of house that is specifically catered at meeting a niche or specialist housing demand. Can include housing specifically catered for the elderly, those with disabilities or vulnerable members of the community.

Stakeholder: A stakeholder is a person or organisation that has an interest in a field or area of work. Within planning there are three statutory stakeholders who are consulted during the planning process. These are Natural England, the Environment Agency and English Heritage. Other stakeholders may include developers, architects, environmentalists who have an interest in the planning process.

Stepping stones: Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic Environmental Assessment (SEA): A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic Flood Risk Assessment (SFRA): Part of the Local Planning Framework evidence base. A detailed and robust assessment of the extent and nature of the risk of flooding in an area and its implications for land use planning. Can set the criteria for the submission of planning applications in the future and for guiding subsequent development control decisions.

Strategic Green Links: Strategic Green Links connect the borough to the wider sub-region.

Strategic Housing Land Availability Assessment (SHLAA): Part of the Local Planning Framework evidence base. The document looks to identify sites with potential for housing, assess their potential and assess whether they are likely to be developed in order to identify a five, ten and fifteen year supply of housing for an area.

Strategic Housing Market Assessment (SHMA): Part of the Local Planning Framework evidence base. The document estimates need and demand for affordable and market housing and assesses how this varies across the study area. The document also considers future demographic trends and resulting housing requirements.

Strategic Location(s): Locations that are of importance to the Overall Spatial Strategy either by being a focus of development over the plan period or by being considered for possible future development in the medium to longer term to meet identified needs and avoid the release of Green Belt land

Strategic Objectives: The strategic objectives outline the general policy directions that need to be pursued in order to realise the vision.

Strategic Policies: Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

Strategic Road Network: The highway network which the Highways Agency operate, maintain and improve on behalf of the Secretary of State for Transport. In the Warrington area this represents the entirety of the M6, M62 and the M56 motorways. Any road on the Strategic Road Network is known as a trunk road.

Super Output Areas (SOA): A statistical area defined by the Office for National Statistics, designed for the collection and publication of small area statistics.

Supplementary Planning Document (SPD): Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Supplementary Planning Guidance (SPG): provided supplementary information in respect of the policies in the Unitary Development Plan prior to the Planning and Compulsory Purchase Act 2004 and the introduction of Supplementary Planning Documents. SPGs can be saved when linked to policy under transitional arrangements.

Surface Water: Water that collects on the surface of the ground.

Sustainability: The ability to be maintained at a certain rate or level and the avoidance of the depletion of natural resources in order to maintain an ecological balance.

Sustainability Appraisal (SA): A requirement of the Planning and Compulsory Purchase Act 2004. A process by which the economic, social and environmental impacts of a project, strategy or plan are assessed. The aim of the process is to minimise adverse impacts and resolve as far as possible, conflicting or contradictory outcomes of the plan or strategy. Can incorporate Strategic Environmental Assessment to fulfil the requirements of the SEA Directive.

Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Drainage System (SuDS): An alternative approach to the traditional ways of managing runoff from buildings and hardstanding. SuDS can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.

Sustainable Locations: Locations of development that enable communities to access basic services in the surrounding areas without the reliance on unsustainable modes of transport.

Sustainable Transport Modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Town Centre: Area defined on the local authority's Policies Map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Townscape: The urban equivalent of landscape; the overall effect of the combination of buildings, changes of level, greenspaces, boundary walls, colours and textures, street surfaces, street furniture, uses, scale, enclosure and views.

Transit Pitch/Site (with regards to Gypsies and Travellers): An authorised pitch/site which provides a short-term home for Travelling communities when transient for reasons of work, leisure or culture. Such sites generally have a maximum period of stay.

Transport Assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed to deal with the anticipated transport impacts of the development.

Transport for the North (TfN): TfN are the first statutory sub-national transport body in the United Kingdom. Transports for the North are making the case for pan-Northern strategic transport improvements, which are needed to support transformational economic growth.

Transport Statement: A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

Travel plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Vacant Building: Unoccupied buildings, that are structurally sound and in a reasonable state of repair (i.e. capable of being occupied in their present state).

Ward: Electoral wards are the key building block of UK administrative geography.

Warrington's Transport Network: The network of transport infrastructure and services in Warrington includes but is not limited to:

- All roads and highways in the borough including the Strategic Road Network and Primary Road Network, Principal 'A', 'B', 'C' and Unclassified roads and Public Rights of Way.
- Heavy rail lines providing connections for passengers and freight to destinations within and outside the borough.
- Heavy rail stations located at Warrington Bank Quay, Warrington Central, Birchwood, Sankey for Penketh, Glazebrook and Padgate.
- Street lighting, signage and other street furniture.
- Structures and bridges.
- Manchester Ship Canal providing access to water-borne freight.
- Public transport interchanges and bus stops.
- A network of permissive cycleways and pedestrian routes.
- Publicly available car parks in town and district centres.
- Publicly available cycle parking.
- Bus and rail services provided by public transport operators (commercial and supported).

Water Framework Directive: A European Union Directive which commits member states to achieve good ecological status of all water bodies including; surface waters, groundwater, estuaries, and marine waters up to one mile from low water. The Directive looks at the ecological health of surface water bodies as well as achieving traditional chemical standards.

Watercourse: Includes all rivers and streams and all ditches, drains, cuts, culverts, dikes, sluices, sewers (other than public sewers within the meaning of the Water Industry Act 1991) and passages, through which water flows.

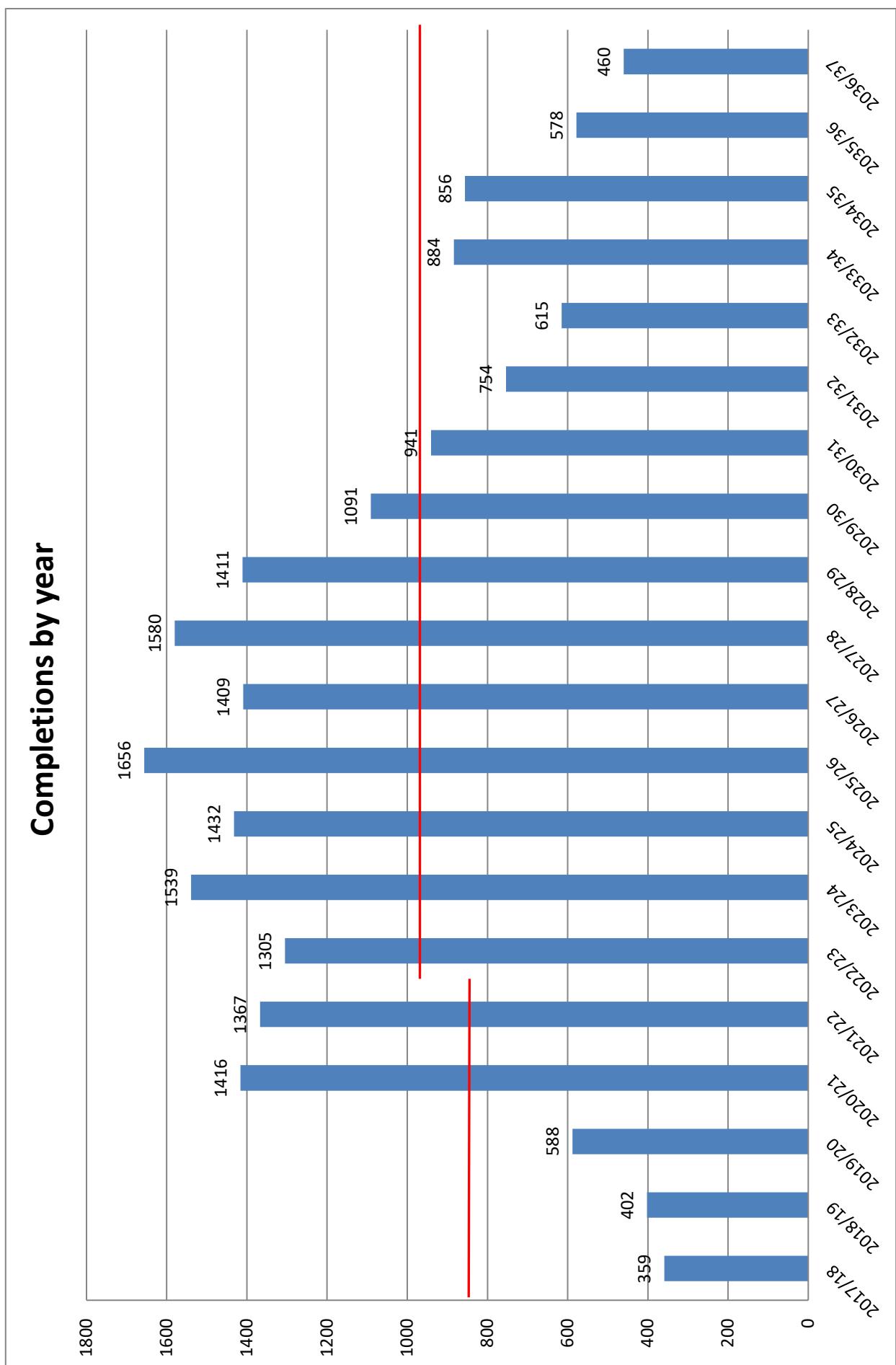
Wildlife Corridors: Areas of habitat connecting wildlife populations.

APPENDIX 1:

HOUSING AND EMPLOYMENT TRAJECTORY

Appendix 1: Housing Trajectory and Stepped Housing Supply

Housing Trajectory	Years 1-5					Years 6-10					Years 11-15					Years 16-20				
	2017/18 Completions	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37
Town Centre																				
AECOM Masterplanning		0	0	415	323	517	277	130	241	213	555	477	216	113	43	0	215	199	73	0
Wider Urban Area																				4007
SHLAA (Sites 0.25Ha and above)		251	164	421	546	231	282	310	399	387	217	152	110	185	157	111	110	100	0	0
Waterfront																				4133
AECOM Masterplanning		0	110	205	187	90	220	220	220	220	220	255	233	110	90	55	55	52	0	0
South West Extension																				2542
WWDA South Extension (GB Release)		0	0	0	0	0	0	116	117	117	117	116	116	117	117	116	116	117	117	116
Garden Suburb																				1631
Garden Suburb Phase 1		45	204	225	180	180	96	0	0	0	0	0	0	0	0	0	0	0	0	930
AECOM Masterplanning		0	0	0	0	0	108	260	368	363	396	333	320	320	272	257	312	312	268	4201
Settlements																				
SHLAA (Sites 0.25Ha and above)		18	16	59	55	35	0	8	11	0	0	10	9	0	0	0	0	0	0	221
GB Release		0	0	0	0	176	360	311	206	32	0	0	0	0	0	0	0	0	0	1085
Other																				
SHLAA (Sites 0.25Ha and above)		12	18	15	0	0	4	0	18	1	0	2	9	11	0	0	0	0	0	90
Small Sites Allowance (Sites under 0.25Ha)		76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	1444
TOTAL	359	402	588	1416	1367	1305	1539	1432	1656	1409	1580	1411	1091	941	754	615	884	856	578	460
Total		4132					7341					5777				3393				
Average		826					1468					1155				679				
Total including completions 17/18																				20643



APPENDIX 2:

MONITORING

FRAMEWORK

Appendix 2: Monitoring Framework

Policy	Target(s)	Indicator	Which SA objective this policy meets
DEV1	<ul style="list-style-type: none"> Delivery of a minimum of 18,900 new homes between 2017 and 2037 (average of 945 homes per annum) 	<ul style="list-style-type: none"> Housing completions analysis Strategic Housing Land Assessments (rolling 5,10 and 15 year) 	All
DEV2	<ul style="list-style-type: none"> A mixture of housing type and tenures which responds well to identified need Specifically 20-30% affordable housing on qualifying developments Provision of self-build or custom build plots on all allocated Local Plan housing sites 	<ul style="list-style-type: none"> Housing completions analysis Percentage of affordable homes secured from qualifying developments 	6
DEV3	<ul style="list-style-type: none"> A minimum, between 2017 and 2032 of: <ul style="list-style-type: none"> 15 permanent pitches for Gypsies and Travellers 15 permanent plots for Travelling showpeople 5-10 transit pitches for Gypsies and Travellers 	<ul style="list-style-type: none"> Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year) Total number of pitches available New pitches and plots approved and provided per annum 	6
DEV4	<ul style="list-style-type: none"> Delivery of a minimum of 362 hectares of employment land (B1, B2 and B8 uses) 	<ul style="list-style-type: none"> Employment Land completions analysis 	All
DEV5	<ul style="list-style-type: none"> To ensure vital and viable centres 	<ul style="list-style-type: none"> Town Centre Health Check Indicators advocated in the National Planning Policy Guidance Specifically: <ul style="list-style-type: none"> Diversity of main town centre uses Potential capacity for growth or change Proportion of vacant street level Pedestrian Flows Accessibility State of environmental quality 	1, 3, 4, 9
GB1	<ul style="list-style-type: none"> No net loss of land covered by Green Belt designation to inappropriate development 	<ul style="list-style-type: none"> Hectares of Green Belt land 	10, 12, 16
TC1	<ul style="list-style-type: none"> To ensure a vital and viable town centre 	<ul style="list-style-type: none"> Town Centre Health Check Indicators advocated in the National Planning Policy Guidance. Specifically: <ul style="list-style-type: none"> Proportion of vacant street level Commercial yields Retailer representation Pedestrian Flows 	1, 3, 4, 7, 9, 10, 12, 19
INF1	<ul style="list-style-type: none"> To improve the safety and efficiency of the transport network Improve walking and cycling facilities Improve public transport Improve freight transport 	<ul style="list-style-type: none"> Application monitoring Children travelling to school by sustainable modes Level of cycling within the borough Local bus passenger journeys Traffic flows on major routes (including HGV movements) Organisation travel plan monitoring Through IDP updates 	4, 5, 9, 10

Policy	Target(s)	Indicator	Which SA objective this policy meets
INF2	<ul style="list-style-type: none"> Route and corridors safeguarded for future potential transport schemes 	<ul style="list-style-type: none"> Application monitoring Delivery of schemes Through IDP updates 	4, 9, 14
INF3	<ul style="list-style-type: none"> Delivery of appropriate Utilities and Telecommunications infrastructure Protection of existing utility infrastructure from inappropriate infrastructure 	<ul style="list-style-type: none"> Application monitoring Through IDP updates 	1, 3, 9
INF4	<ul style="list-style-type: none"> Promote health and wellbeing and reduce health inequalities Redevelop existing hospital or seek to allocate a site for a new hospital 	<ul style="list-style-type: none"> Application monitoring Through IDP updates Joint strategic needs assessment 	5
INF5	<ul style="list-style-type: none"> Provide or contribute towards sufficient and appropriate infrastructure 	<ul style="list-style-type: none"> Progress of schemes Town Centre Health Check Through IDP updates 	ALL
DC1	<ul style="list-style-type: none"> Reduce levels of unemployment and environmental deprivation in comparison to a 2015 base Increase number of neighbourhood plans across the borough Appropriate and sustainable development in the countryside and the settlements 	<ul style="list-style-type: none"> Indices of Multiple deprivation Number of neighbourhood plans Applications monitoring 	8
DC2	<ul style="list-style-type: none"> Conserve and enhance (where appropriate) the historic environment 	<ul style="list-style-type: none"> Application monitoring Warrington entries on Heritage at Risk Register 	11, 12, 19
DC3	<ul style="list-style-type: none"> Work with partners to develop and adopt a strategic approach to the care and management of the borough's Green Infrastructure. Protect and enhance the borough's environmental assets. Improve the connectivity of the borough's Strategic Green Infrastructure Network. 	<ul style="list-style-type: none"> Application monitoring Number of planning approvals with conditions to ensure works to manage/enhance the condition of SSSI/SAC/SPA/Ramsar sites/features of interest/local designations. Amount of new or improved PROW (Km/miles) 	4, 5, 10, 12, 13, 14, 15, 16
DC4	<ul style="list-style-type: none"> Safeguard and enhance the borough's biodiversity. 	<ul style="list-style-type: none"> Net change in biodiversity (hectares). 	13
DC5	<ul style="list-style-type: none"> Work with partners to ensure that a comprehensive range of sport and recreation facilities are provided 	<ul style="list-style-type: none"> Total Amount of Open Space (Hectares). Total Amount of Equipped Play Open Space (Sites & Hectares). Total Amount of Informal Play Open Space (Sites & Hectares). Total Amount of Parks & Gardens Open Space (Sites & Hectares). Number of playing pitches created, lost and or replaced (including AGP's) and/or S106 Contributions. Review of PPS (3 yearly). New major community/sports infrastructure projects delivered and/or S106 Contributions. 	5, 10
DC6	<ul style="list-style-type: none"> High quality design 	<ul style="list-style-type: none"> Assessment of proposals Application monitoring – Number refused on design grounds 	7, 19

Policy	Target(s)	Indicator	Which SA objective this policy meets
ENV1	<ul style="list-style-type: none"> Promote sustainable waste management Reduce the amount of waste produced in the borough 	<ul style="list-style-type: none"> Total amount of waste arising <ul style="list-style-type: none"> Percentage landfill Percentage incineration with energy from Waste Percentage incineration without energy from waste Percentage recycled/composted 	18
ENV2	<ul style="list-style-type: none"> No applications permitted against Environment Agency advice 	<ul style="list-style-type: none"> Application monitoring – Number of applications permitted against Environment Agency advice 	14, 15, 16
ENV3	<ul style="list-style-type: none"> Safeguard the borough's limited minerals resources. Safeguard the borough's minerals transportation, handling or processing infrastructure. 	<ul style="list-style-type: none"> Application monitoring Number of applications approved contrary to safeguarding policy. 	16, 18
ENV4	<ul style="list-style-type: none"> Production of primary land won sand and gravel within safeguarded areas. Production of primary land won sand and gravel outside safeguarded areas. 	<ul style="list-style-type: none"> Application monitoring Number of applications approved within/outside of safeguarding areas. Capacity of consented sites (tonnes). 	16, 18
ENV5	<ul style="list-style-type: none"> Promotion of energy mineral development. Safeguard the borough's peat resources 	<ul style="list-style-type: none"> Application monitoring Number of applications permitted for mineral exploration and exploitation. Number of applications approved contrary to peat safeguarding policy. 	16, 18
ENV6	<ul style="list-style-type: none"> Provision of appropriate restoration and aftercare/use schemes. 	<ul style="list-style-type: none"> Application monitoring Number of applications permitted with restoration and aftercare schemes. 	16, 18
ENV7	<ul style="list-style-type: none"> Promote renewable/low carbon energy infrastructure. Promote the minimisation of carbon emissions and the use of renewable/low carbon technologies in new development. 	<ul style="list-style-type: none"> Installed renewable energy capacity through the planning system. Application monitoring. Number of planning approvals with conditions requiring the use of renewable/low carbon technologies. 	16, 17
ENV8	<ul style="list-style-type: none"> No adverse impact on the host environment and amenity 	<ul style="list-style-type: none"> Through the Development Management process – as and when applications submitted Application monitoring 	16,17
MD1	<ul style="list-style-type: none"> Create a new urban quarter to deliver around 2,000 new homes and a major employment area, incorporating an enlarged multi-modal port facility and a business hub 	<ul style="list-style-type: none"> Housing completions analysis. Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year). Employment Land completions analysis 	ALL
MD2	<ul style="list-style-type: none"> Create an attractive, well-designed and distinctive garden suburb 	<ul style="list-style-type: none"> Housing completions analysis. Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year). Employment Land completions analysis 	ALL
MD3	<ul style="list-style-type: none"> Develop a sustainable urban extension 	<ul style="list-style-type: none"> Housing completions analysis. Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year). 	ALL

Policy	Target(s)	Indicator	Which SA objective this policy meets
MD4	<ul style="list-style-type: none"> Develop a sustainable urban extension 	<ul style="list-style-type: none"> Housing completions analysis. Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year). 	ALL
OS1	<ul style="list-style-type: none"> Provide high quality residential development (160 homes) 	<ul style="list-style-type: none"> Housing completions analysis Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year) 	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17
OS2	<ul style="list-style-type: none"> Provide high quality residential development (75 homes) 	<ul style="list-style-type: none"> Housing completions analysis Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year) 	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17
OS3	<ul style="list-style-type: none"> Provide high quality residential development (200 homes) 	<ul style="list-style-type: none"> Housing completions analysis Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year) 	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17
OS4	<ul style="list-style-type: none"> Provide high quality residential development (90 homes) 	<ul style="list-style-type: none"> Housing completions analysis Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year) 	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17
OS5	<ul style="list-style-type: none"> Provide high quality residential development (60 homes) 	<ul style="list-style-type: none"> Housing completions analysis Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year) 	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17
OS6	<ul style="list-style-type: none"> Provide high quality residential development (40 homes) 	<ul style="list-style-type: none"> Housing completions analysis Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year) 	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17
OS7	<ul style="list-style-type: none"> Provide high quality residential development (200 homes) 	<ul style="list-style-type: none"> Housing completions analysis Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year) 	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17
OS8	<ul style="list-style-type: none"> Provide high quality residential development (130 homes) 	<ul style="list-style-type: none"> Housing completions analysis Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year) 	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17
OS9	<ul style="list-style-type: none"> Provide high quality residential development (130 homes) 	<ul style="list-style-type: none"> Housing completions analysis Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year) 	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17

APPENDIX 3:

SUPERSEDED POLICIES

Appendix 3: List of Superseded Policies

Local Plan Core Strategy (2014) Policy Reference	Proposed Submission Version Local Plan (2019) Policy Reference
Policy CS 1 Overall Spatial Strategy - Delivering Sustainable Development	-
Policy CS 2 Overall Spatial Strategy - Quantity and Distribution of Development	Policies DEV1 – DEV5
Policy CS 3 Overall Spatial Strategy - Maintaining a 10 Year Forward Supply of Housing Land	Policy DEV1 – Housing Delivery, Policy DEV2 – Meeting Warrington's Housing Needs
Policy CS 4 Overall Spatial Strategy – Transport	Policy INF1 – Sustainable Travel and Transport
Policy CS 5 Overall Spatial Strategy - Green Belt	Policy GB1 – Warrington's Green Belt
Policy CS 6 Overall Spatial Strategy - Strategic Green Links	Policy DC3 – Green Infrastructure Network
Policy CS 7 Strategic Location - The Town Centre	Policy TC1 - Town Centre and Surrounding Area
Policy CS 8 Strategic Proposal - Omega and Lingley Mere	-
Policy CS 9 Strategic Location - Inner Warrington	Policy DC1 – Warrington's Places
Policy CS 10 Strategic Proposal - Waterfront & Arpley Meadows	Policy MD1 – Waterfront (including Port Warrington)
Policy CS 11 Strategic Opportunity - Port Warrington	Policy MD1 – Waterfront (including Port Warrington)
Policy PV 1 Development in Existing Employment Areas	Policy DEV4 – Economic Growth and Development
Policy PV 2 Fiddlers Ferry	Policy DEV4 – Economic Growth and Development
Policy PV 3 Strengthening the Borough's Workforce	Policy DEV4 – Economic Growth and Development
Policy PV 4 Retail Development within the Town Centre and Primary Shopping Area	Policy DEV5 – Retail and Leisure Needs
Policy PV 5 Enhancing the Town Centre Economy	Policy TC1 - Town Centre and Surrounding Area, Policy DEV5 - Retail and Leisure Needs
Policy PV 6 Retailing within Employment Premises	Policy DEV5 – Retail and Leisure Needs
Policy PV 7 Promoting the Visitor Economy	Policy DC1 – Warrington's Places, Policy TC1 – Town Centre and Surrounding Area
Policy SN 1 Distribution and Nature of New Housing	Policy DEV1 – Housing Delivery, Policy DEV2 – Meeting Warrington's Housing Needs
Policy SN 2 Securing Mixed and Inclusive Neighbourhoods	Policy DEV2 – Meeting Warrington's Housing Needs
Policy SN 3 Accommodation Needs of Gypsies and Travellers and Travelling Showpeople	Policy DEV3 – Gypsy & Traveller and Travelling Show People Provision
Policy SN 4 Hierarchy of Centres	Policy DEV5 – Retail and Leisure Needs
Policy SN 5 New Retail and Leisure Development Within Defined Centres	Policy DEV5 – Retail and Leisure Needs

Policy SN 6 Sustaining the Local Economy and Services	Policy DEV4 – Economic Growth and Development, Policy INF4 – Community Facilities
Policy SN 7 Enhancing Health and Well-being	-
Policy QE 1 Decentralised Energy Networks and Low Carbon Development	Policy ENV7 – Renewable and Local Carbon Energy Development
Policy QE 2 Grid Connected Renewable Energy Infrastructure	Policy ENV7 – Renewable and Local Carbon Energy Development
Policy QE 3 Green Infrastructure	Policy DC3 – Green Infrastructure Network
Policy QE 4 Flood Risk	Policy ENV2 – Flood Risk and Water Management
Policy QE 5 Biodiversity and Geodiversity	Policy DC4 – Ecological Network
Policy QE 6 Environment and Amenity Protection	Policy ENV8 – Environmental and Amenity Protection
Policy QE 7 Ensuring a High Quality Place	Policy DC6 – Quality of Place
Policy QE 8 Historic Environment	Policy DC2 – Historic Environment
Policy MP 1 General Transport Principles	Policy INF1 – Sustainable Travel and Transport
Policy MP 2 Telecommunications	Policy INF3 - Telecommunications & Utilities
Policy MP 3 Active Travel	Policy INF1 – Sustainable Travel and Transport
Policy MP 4 Public Transport	Policy INF1 – Sustainable Travel and Transport
Policy MP 5 Freight Transport	
Policy MP 6 Transport Infrastructure	Policy INF1 – Sustainable Travel and Transport
Policy MP 7 Transport Assessments and Travel Plans	Policy INF1 – Sustainable Travel and Transport
Policy MP 8 Waste	Policy ENV1 – Waste Management
Policy MP 9 Minerals	Policy ENV3 - Safeguarding of Minerals Resources, ENV4 Primary Extraction of Minerals, ENV5 Energy Minerals, ENV6 Restoration and Aftercare of Mineral and Waste Sites
Policy MP 10 Infrastructure	Policy INF5 – Delivering Infrastructure
Policy TC 1 Key Development Sites in the Town Centre	Policy TC1 – Town Centre and Surrounding Area
Policy TC 2 Small Scale Development in the Town Centre	Policy TC1 – Town Centre and Surrounding Area
Policy IW 1 The A49 Corridor	-
Policy IW 2 Victoria Park Area	Policy DC1 – Warrington's Places
Policy WW 1 Chapelford Urban Village	-
Policy SW 1 Stockton Heath District Centre	Policy DEV5 – Retail and Leisure Needs
Policy CC 1 Inset and Green Belt Settlements	Policy GB1 – Warrington's Green Belt
Policy CC 2 Protecting the Countryside	-
Policy CC 3 Walton Hall Estate	Policy DC1 – Warrington's Places

APPENDIX 4:

BIODIVERSITY

DESIGNATIONS

Appendix 4: Biodiversity Designations

European Sites of International Importance (Special Areas of Conservation)

Holcroft Moss	Rixton Claypits
Risley Moss	

Sites of Special Scientific Interest (SSSI)

Holcroft Moss	Risley Moss
Rixton Claypits	Woolston Eyes

Regionally Important Geological Sites (RIGs)

Lymm Dam	The Dingle
Stockton Heath Rifle Range Quarry	

Local Nature Reserves

Colliers Moss	Risley Moss
Paddington Meadows	Rixton Claypits

Local Wildlife Sites

Appleton Reservoir	Moss Side Farm
Bewsey Tip	Paddington Meadows
Bog Rough	Pestfurlong Moss
Burtonwood Moss	Radley Plantation
Burtonwood Nature Park	Rixton Brickworks (North)
Croft Grasslands	Rixton Brickworks (South)
Dennow Wood	Rixton Moss
Eleven Acre Common	Rows Wood
Gatewarth Landfill Site	Sankey Brook
Gemini Washlands	Sankey Canal Central
Gorse Covert Mounds	Silver Lane Ponds
Grappenhall Heys (Part 1)	St Helens Canal (East)
Grappenhall Heys (Part 2)	St Helens Canal (West)
Heatley Lake	Statham Ox-Bow
Heatley Lake (Pond)	Stockton Heath Rifle Range Quarry
Helsdale Wood & Newhey's Plantation	Stretton Moss
Hitchfield Wood	The Bongs and the Gorse
Houghton Green Pool	The Dingle and Ford's Rough
Ladies Walk Wood	The Twigggeries
Latchford Railway Sidings	Thelwall Meadow
Little and Big Moss Woods (Part 1)	Twenty Acre Wood
Little and Big Moss Woods (Part 2)	Upper Mersey Estuary
Little and Big Moss Woods (Part 3)	Walton Locks
Lymm Dam Complex	Westy Point
Lymm Dingle	Winwick Old Quay
Mary Ann Plantation	Woolston Moss
Moore Nature Reserve	Woolston New Cut Canal
Morton Marsh & Upper Moss Side Fields	

Wildlife Corridors

Mersey Valley	Sankey Valley
---------------	---------------

Nature Improvement Area (NIA)

Great Manchester Wetlands	
---------------------------	--

APPENDIX 5:

HISTORIC ASSETS

Appendix 5: Historic Assets

Statutory Listed Buildings		
Name	Address	Grade
	103 Cinnamon Lane, Fearnhead	II
Barn	103 Cinnamon Lane, Fearnhead	II
Fearnhead House	Fearnhead House, Cinnamon Lane, Fearnhead	II
The Close	The Close, Cinnamon Lane, Fearnhead	II
Paddington Grange	447 Manchester Road, Fearnhead	II
Stables to Paddington Grange	447 Manchester Road, Fearnhead	II
	2,4 Mead Road, Fearnhead	II
Christ Church	Christ Church, Station Road, Fearnhead	II
Causeway Bridges Farmhouse	Causeway Bridges Farm, Alder Lane, Burtonwood	II
Bewsey Old Hall	Bewsey Farm Close, Burtonwood	II*
Bewsey Old Hall Farmhouse	Bewsey Farm Close, Burtonwood	II
Sankey Viaduct over Sankey Brook (that part in Warrington district)	Bradley Lane, Burtonwood	I
Bradlegh Old Hall	Bradley Lane, Burtonwood	II
Gatehouse to Bradlegh Old Hall	Bradley Lane, Burtonwood	II*
Church of St Michael and All Angels	Chapel Lane, Burtonwood	II
Barrow Farmhouse	Kenyon Lane, Croft	II
Christ's Church	Lady Lane, Croft	II
Church of St Lewis	Mustard Lane, Croft	II
St Lewis Presbytery	Mustard Lane, Croft	II
Well in garden	119 Mustard Lane, Croft	II
Eaves Brow Farmhouse	Eaves Brow Farm, Spring Lane, Croft	II
Springfield Farmhouse	Springfield Farm, Spring Lane, Croft	II
Newchurch Old Refectory	Warrington Road, Croft	II
Wigshaw House	Wigshaw Lane, Croft	II
Croft Parish Council Community House	Delenty Drive, Birchwood	II
Barn adjoining Croft Parish Council Community House	Delenty Drive, Birchwood	II
Kenyon Hall (Leigh Golf Club)	Broseley Lane, Culcheth	II
Lodge at Kenyon Hall and adjacent gate piers	Broseley Lane, Culcheth	II
Holcroft Hall	Hey Shoot Lane, Glazebury	II*
North Barn at Hurst Hall	Hurst Lane, Glazebury	II*
The Church of All Saints	Warrington Road, Glazebury	II
Brookhouse Farmhouse	67 Wigshaw Lane, Culcheth	II
Speakman House	Warrington Road, Glazebury	II
Bridge Stores	2 Bellhouse Lane, Grappenhall	II
Church Lane Bridge	Church Lane, Grappenhall	II
Halfacre Lane Aqueduct	Halfacre Lane, Thelwall	II
Lumb Brook Bridge	Lumb Brook Road - Boundary lines with Appleton, Stockton Heath & Grappenhall	II
Lumb Brook Bridge (an aqueduct)	Lumb Brook Road - Boundary lines with Appleton, Stockton Heath & Grappenhall	II
Church of St Wilfrid	Church Lane, Grappenhall	I
Sundial in St Wilfrid's Churchyard	Church Lane, Grappenhall	II
Stocks at entrance to St Wilfrid's Churchyard	Church Lane, Grappenhall	II
Church Cottage East and West	Church Lane, Grappenhall	II
Grappenhall Rectory	Church Lane, Grappenhall	II
Pair of Gatepiers to yard of Rectory	Church Lane, Grappenhall	II
The Hall with gates and forecourt walls	Church Lane, Grappenhall	II
Thelwall Heys	Cliff Lane, Grappenhall	II
Ivy Cottage	Ferry Lane, Thelwall	II
Thelwall Old Hall	Ferry Lane, Thelwall	II

Old Village Farm, Barn & Shippon	Ferry Lane, Thelwall	II
	2, 4 Laurel Bank	II
Beech House & Beech Cottage	Lymm Road, Thelwall	II
Old Hall Farmhouse	Lymm Road, Thelwall	II
Chaireley School	Lymm Road, Thelwall	II
Home Farmhouse	Stockport Road, Thelwall	II
Former threshing barn, cartshed, stables	Stockport Road, Thelwall	II
Milepost	Stockport Road, Thelwall	II
Church of All Saints	Thelwall New Road, Thelwall	II
Pickering Arms Inn	Bell Lane, Thelwall	II
K6 Telephone Kiosk	Bell Lane, Thelwall	II
Church of St Mary	Liverpool Road, Great Sankey	II
Sundial SE of Porch at St Mary's Churchyard	Liverpool Road, Great Sankey	II
Milestone	Liverpool Road, Great Sankey	II
Sankey Railway Station	Station Road, Great Sankey	II
Hatton Arms Inn / Hatton Post Office / Village Store	Warrington Road / Hatton Lane, Hatton	II
Hatton Hall	Warrington Road, Hatton	II
	1 - 7 Arley Grove, Lymm	II
Bridge at Lymm Dam	The Avenue, Lymm	II
	8 Booths Lane, Lymm	II
Milepost	Booths Hill Road, Lymm	II
Barsbank Lane Aqueduct	Barsbank Lane, Lymm	II
Bridgewater Street Aqueduct	Bridgewater Street, Lymm	II
Covered Canal Dock	Henry Street, Lymm	II
	16 Bridgewater Street, Lymm	II
Lloyds Bridge	Oughtrington Lane / Oughtrington Crescent, Lymm	II
Case to Waterpoint Agden Bridge	Spring Lane, Lymm	II
Burford Lane warehouse and house attached	Burford Lane, Lymm	II
Burford Lane Aqueduct	Burford Lane, Lymm	II
Grantham's Bridge	off Stage Lane, Lymm	II
Fourways and Brookfield	16 - 18 Brookfield Road, Lymm	II
Farmhouse	Burford Lane, Lymm	II
Barn, Granary and Shippon	Burford Lane, Lymm	II
Stables and Cartshed	Burford Lane, Lymm	II
	11 - 19 Church Road, Lymm	II
Brookfield House	29 Church Road, Lymm	II
Bridge to Lymm Dam	Church Road, Lymm	II
St Mary's the Virgin Church	Church Road, Lymm	II
Lymm Cross	The Cross, Lymm	I
Lymm Stocks	The Cross, Lymm	II
Wall / Archway, Dane Bank House	Dane Bank Road, Lymm	II
Former Dane Bank House	17 - 21 Mill Bank, Lymm	II
Pigeon House	Mill Bank, Lymm	II
Old Coach House	12 Mill Bank, Lymm	II
With screen wall / Railings	1 Lymm Bridge, Lymm	II
	1a - 3 Lymm Bridge, Lymm	II
	1 New Road, Lymm	II
Trenance House	Eagle Brow, Lymm	II
	5 - 13 The Grove, Lymm	II
	127 Higher Lane, Lymm	II
Icehouse at Wildersmoor	181 Higher Lane, Lymm	II
Well at Wildersmoor	181 Higher Lane, Lymm	II
Wildersmoor Hall Farmhouse	Higher Lane, Lymm	II
Barn at Wildersmoor Hall Farmhouse	Higher Lane, Lymm	II
Water Tower	Tower Lane, Lymm	II
Mounting Block	Higher Lane, Lymm	II

Rivington Cottage	HigherLane, Lymm	II
Grammar School	Lymm High School, Oughtrington Lane, Lymm	II
Lodge to Grammar School	24 Oughtrington Lane, Lymm	II
St Peter's Church	Oughtrington Lane, Lymm	II
Lymm Hall	Rectory Lane, Lymm	II*
Bridge over Moat to Lymm Hall and adjacent Moat Walls	Rectory Lane, Lymm	II
Moat House	Rectory Lane, Lymm	II
Tanyard Farmhouse	88 Rushgreen Road, Lymm	II
Coach House at the Nook	10 Stage Lane, Lymm	II
Nook, Pump and Trough	10 Stage Lane, Lymm	II
Statham Lodge	Warrington Road, Lymm	II
	90 Warrington Road, Lymm	II
L Shaped Barn at Penketh Hall	Hall Nook, Penketh	II
Penketh Hall	Hall Nook, Penketh	II
Moore Lane Bridge	Lapwing Lane, Penketh	II
Wright's Green House	Lumb Brook Road, Appleton	II
Wright's Green Cottage	Lumb Brook Road, Appleton	II
Laurel Cottage and attached unoccupied cottage	Pepper Street, Appleton	II
Cross Cottages	Pepper Street, Appleton	II
Appleton Cross (base)	Stretton Road, Appleton	II
School Farm Farmhouse	Stretton Road, Appleton	II
Church of St Cross	Stretton Road, Appleton	II
Yew Tree Farmhouse	Yew Tree Lane, Appleton	II
Beehive Farmhouse	Barleycastle Lane, Appleton	II
Shippon at Booth's Farm	Barleycastle Lane, Appleton	II
Booth's Farm Farmhouse	Barleycastle Lane, Appleton	II
Barleycastle Farmhouse	Barleycastle Lane, Appleton	II
Greenbank	Canal Side, Grappenhall	II
Bridge Cottage	166 London Road, Appleton	II
Acton Grange Bridge	Bye Lane, Walton	II
Thomason's Bridge over Bridgewater Canal	Runcorn Road, Walton	II
Aqueduct carrying the Bridgewater Canal	Chester Road, Walton	II
Walton Bridge	Warrington Road, Walton	II
	140 - 146 Old Chester Road, Walton	II
	138 - 138a Old Chester Road, Walton	II
Village Hall & attached Dwelling (134) and Railing to forecourt	134 Old Chester Road, Walton	II
	131 - 133 Old Chester Road, Walton	II
	135 Old Chester Road, Walton	II
	3 - 5 Walton Lea Road, Walton	II
	1 Walton Lea Road, Walton	II
Lychgate to Church of St John the Evangelist	Old Chester Road, Walton	II
Church of St John the Evangelist	Old Chester Road, Walton	II
Walton Hall Lodge	Chester Road, Walton	II
Gates, Gate Piers and Screens at Walton Hall Lodge	Chester Road, Walton	II
Holly Lodge	10 Froghall Lane, Warrington	II
Walton Hall	Walton Lea Road, Walton	II
Bridge House	Walton Lea Road, Walton	II
Walton Lea Bridge	Walton Lea Road, Walton	II
Walton House	152 Walton New Road, Walton	II
Pool Cottage	33 Chester Road, Walton	II
Brook House	99 Whitefield Road, Stockton Heath	II
Red Lane Bridge	Red Lane, Appleton/Stockton Heath	II
Wallcroft	Warren Drive, Appleton	II

St Thomas Vicarage	Walton Road, Stockton Heath	II
Milestone	Victoria Square, Stockton Heath	II
Police Station	Victoria Square, Stockton Heath	II
Mulberry Tree Hotel	Victoria Square, Stockton Heath	II
The Red Lion Inn	London Road, Stockton Heath	II
	12 - 20 London Road, Stockton Heath	II
Church of St Thomas	London Road, Stockton Heath	II
The Cottage	Grappenhall Road, Stockton Heath	II
	3 - 9 China Lane, Warrington	II
	383 Wilderspool Causeway, Warrington	II
Greenalls Brewery	Wilderspool Causeway, Warrington	II
Saracens Head PH	Wilderspool Causeway, Warrington	II
Stables to rear of Saracens Head	Wilderspool Causeway, Warrington	II
	98 - 100 Wilderspool Causeway, Warrington	II
St James' Church	Wilderspool Causeway, Warrington	II
Tanyard Farm Building	Tan House Cottage / Tan House Barn & Hunters Moon Barleycastle Lane, Appleton	II*
Obelisk	off London Road, Appleton	II
Daintith's Farmhouse, including former Dairy Wing	Park Lane, Appleton	II
Threshing Barn at Daintith's Farm	Park Lane, Appleton	II
Great Shepcroft Farmhouse	Shepcroft Lane, Appleton	II
Former Barn at Stretton House	Northwich Road, Stretton	II
Stretton House	Northwich Road, Stretton	II
Wallspit (Hollow Tree PH)	Tarporley Road, Stretton	II
Stable at Wallspit	Tarporley Road, Stretton	II
Fir Tree House	Tarporley Road, Stretton	II
Stretton Hall (formaly listed as Old Hall)	Hall Lane, Stretton	II
Tanyard Farmhouse	Well Lane, Stretton	II
Church of St Mathew	Stretton Road, Stretton	II
Premises of Gorden Sheds	Mill Lane, Winwick	II
Church House Farmhouse	Golborne Road, Winwick	II
Church of St Oswald	Golborne Road, Winwick	I
The Manor House	5 Golborne Road, Winwick	II
Milestone	Newton Road, Winwick	II
R.C. Church, Winwick Psychiatric Hospital	Hollins Lane, Winwick	II
Town Hall	Sankey Street Warrington	I
West Annexe	Town Hall, Sankey Street, Warrington	I
East Annexe	Town Hall, Sankey Street, Warrington	I
Gates, Piers & Lamps	Town Hall, Sankey Street, Warrington	II*
Borough Treasurer's Office and Bank House	88 Sankey Street, Warrington	II
Health Office	86 Sankey Street, Warrington	II
Education Office	84 Sankey Street, Warrington	II
	76 - 82 Sankey Street, Warrington	II
Holly House	73 Sankey Street, Warrington	II
G.P.O.	Springfield Street, Warrington	II
Fountain	Queens Gardens, Palmyra Square, Warrington	II
Memorial	Queens Gardens, Palmyra Square, Warrington	II
Post Office	101 A & B, Sankey Street, Warrington	II
	3 - 13 Springfield Street, Warrington	II
County Court	Palmyra Square, Warrington	II
Technical School	Palmyra Square, Warrington	II
Parr Hall	Palmyra Square, Warrington	II
	1 - 21 Palmyra Square, Warrington	II
	21 Bold Street, Warrington	II
	12 Bold Street, Warrington	II
Museum & Art Gallery	Bold Street, Warrington	II

	13 - 15 Suez Street, Warrington	II
	9 - 19 Bold Street, Warrington	II
	10 Egypt Street, Warrington	II
Unitarian Church	Cairo Street	II
Barclays Bank	25 Sankey Street, Warrington	II
National Westminster Bank	23 Sankey Street, Warrington	II
Holy Trinity Church	Sankey Street, Warrington	II*
3 x K6 Telephone Kiosk	Market Gate, Warrington	II
Former Woolworths Building	19 - 21 Sankey Street, Warrington	II
Former Fish Market	Market Place, Warrington	II
Barley Mow PH & Side Facade	Market Place, Warrington	II*
Blue Bell PH	Horsemarket Street Warrington	II
HSBC	11 - 13 Bridge Street, Warrington	II
	8 Bridge Street, Warrington	II
	2 - 4 Bridge Street, Warrington	II
	10 Bridge Street, Warrington	II
	12 - 14 Bridge Street, Warrington	II
	22 - 24 Bridge Street, Warrington	II
Former Barclays Bank	78 - 80 Bridge Street, Warrington	II
Lion Hotel	Bridge Street, Warrington	II
Feathers PH	94 Bridge Street, Warrington	II
	109 - 113 Bridge Street, Warrington	II
Oliver Cromwell Statue	Bridge Foot, Warrington	II
Old Academy	Bridge Street, Warrington	II
Friends Meeting House	Buttermarket Street, Warrington	II
Porters Ale House	78 Buttermarket Street, Warrington	II
	80 Buttermarket Street, Warrington	II
	82 - 84 Buttermarket Street, Warrington	II
St Mary's RC Church	Buttermarket Street, Warrington	II
	97 Buttermarket Street, Warrington	II
Old Town House	95 Buttermarket Street, Warrington	II
Building Dated 1817 (Corner of Naylor Street & Dial Street)	101 Buttermarket Street, Warrington	II
Bank House	2 - 4 Dial Street, Warrington	II
Vigo House / Gateway	6 Dial Street, Warrington	II
	25 - 31 Church Street, Warrington	II
	33 Church Street, Warrington	II
National School	51 Church Street, Warrington	II
Marquis of Granby PH	53 Church Street, Warrington	II
	55 Church Street, Warrington	II
General Wolfe (Now Flats)	78 - 84 Church Street, Warrington	II
	86 - 88 Church Street, Warrington	II
Cromwell House	Church Street, Warrington	II*
Ring O'Bells PH	Church Street, Warrington	II
Church House	Church Street, Warrington	II
	135 - 137 Church Street, Warrington	II
Gateway to Church of St Elphin's (Amended 15/08/1995)	Church Street, Warrington	II
St Elphin's Church (Amended 15/08/1995)	Church Street, Warrington	II*
Cobbles & Pavement to St Elphins Church (Amended 15/08/1995)	Church Street, Warrington	II
Prince of Wales PH (Former Theatre Tavern)	1 Winwick Street, Warrington	II
National Westminster Bank	7 Winwick Street, Warrington	II
	3 - 5 Winwick Street, Warrington	II*
Cheshire Lines Warehouse (Now Flats)	Winwick Street, Warrington	II
Kings Head PH	Winwick Street, Warrington	II
The Boultings	Winwick Street, Warrington	II

Three Pigeons PH	35 - 37 Tanners Lane, Warrington	II
Presbytery to St Albans Church	Bewsey Street, Warrington	II
St Albans RC Church	Bewsey Street, Warrington	II
	93 Bewsey Street, Warrington	II
	63 - 67 Bewsey Street, Warrington	II
	39 - 49 Bewsey Street, Warrington	II
	51 - 61 Bewsey Street, Warrington	II
	72 - 74 Bewsey Street, Warrington	II
	1 Froghall Lane, Warrington	II
Ivy Lodge / Laburnum Villa	6 - 8 Froghall Lane, Warrington	II
	3 - 5 Bewsey Road, Warrington	II
	10 - 16 Bewsey Road, Warrington	II
Wall to St Paul's Church	Bewsey Road, Warrington	II
Offices of Williams Tarr & Co.	Lilford Street, Warrington	II
Youth Centre (St Albans)	Bewsey Road, Warrington	II
	115 - 117 Bewsey Road, Warrington	II
Bewsey Terrace	119 - 125 Bewsey Road, Warrington	II
St Ann's Church	Winwick Road, Warrington	II*
The Albion PH	Battersby Lane, Warrington	II
The Wheatsheaf PH (Now The Original Wire)	2 Orford Lane, Warrington	II
2 x K6 Telephone Kiosks	Sankey Street, Warrington	II
	25 - 29 Stanley Street, Warrington	II
K4 Telephone Kiosk	Bridge Foot, Warrington	II
Transporter Bridge	Bank Quay, Warrington	II*
Police Station and Courts	Arpley Street, Warrington	II
Hough's Bridge	Hough's Lane, Walton	II
Black Horse PH	272 Old Liverpool Road, Warrington	II
St Luke's Church	Old Liverpool Road, Warrington	II*
RC Church of the Sacred Heart	Old Liverpool Road, Warrington	II
	74 - 76 Greenalls Avenue, Warrington	II
	80 - 100 Greenalls Avenue, Warrington	II
	104 - 128 Greenalls Avenue, Warrington	II
Farmhouse	46 Marsh House Lane, Warrington	II
Cobbled Yard	Marsh House Lane, Warrington	II
Howley Footbridge	Nr Riverside Close, Warrington	II
Old Warps	Victoria Park, Knutsford Road, Warrington	II
Black Bear PH	502 Knutsford Road, Warrington	II
	562 - 568 Knutsford Road, Warrington	II
	55 Long Lane, Warrington	II
Orford Green Farmhouse	Vale Owen Road, Warrington	II
Barn to the East of Orford Green Farmhouse	Vale Owen Road, Warrington	II
Farm Cottages	1 - 3 Vale Owen Road, Warrington	II
	2 Westford Road, Warrington	II
Ivy House	Delph Lane, Winwick	II
Myddleton Hall Farmhouse	Delph Lane, Winwick	II
Myddleton Hall	Delph Lane, Winwick	II*
Lower Alder Root Farmhouse	Hollins Lane, Winwick	II
Woodhead Farmhouse	Parkside Road, Winwick	II
Barn to Woodhead Farm	Parkside Road, Winwick	II
St Oswald's Well	Parkside Road, Winwick	II
	3 Martinscroft Green, Woolston	II
Moss Edge Cottage / Clayton Cottage	Weir Lane, Woolston	II
The Church of St Peter	Weir Lane, Woolston	II
Hope Farmhouse	608 Warrington Road, Croft	II
Barn at Hope Farm	Warrington Road, Croft	II
Rixton Old Hall	Manchester Road, Rixton with Glazebrook	II

Pear Tree Farmhouse (Formerly Walnut Tree Farmhouse)	Chester Road, Walton	II
Baronet Farmhouse	Eastford Road, Warrington	II
Barns to Baronet Farm	1 - 8 Baronet Mews, Eastford Road, Warrington	II
Cobbled Yard to Baronet Farm	Eastford Road, Warrington	II
Orford Hotel, Outbuilding and Wall	Gorsey Lane, Warrington	II
Wall/Gates/Piers Kenyon Hall	Winwick Lane, Croft	II
Former 3 - 11 New Road	New Road, Lymm	II
Green Lane Farmhouse	Green Lane, Appleton	II
Cheshire Cheese	654 Knutsford Road, Warrington	II
Entrance Gates & Piers	School Road, Warrington	II
Farm Buildings to North of 57a & 59	School Road, Warrington	II
Retaining Wall, Balustrades & Steps between Lawn	Walton Hall, Walton Lea Road, Walton	II
Cottage to Lymm Hall	Rectory Lane, Lymm	II
	478 Knutsford Road (Formerly 484), Warrington	II
Wilderspool House, attached garden wall and railing.	Wilderspool Causeway, Warrington	II
The Manor House	11 Mill Lane, Heatley, Warrington	II
Arbury Farmhouse	Arbury Lane, Winwick	II
Brookside Farmhouse	Farnworth Road, Penketh	II
St Marys RC Church	St Mary's Street, Warrington	II
	16 & 18 and 20 Bridge Street	II
	39-43 Bridge Street	II
	45 Bridge Street	II
St Helen's Church	Manchester Road, Rixton with Glazebrook	II
The Cottage (Formerly Bellhouse Farmhouse)	Bellhouse Lane, Grappenhall	II
Hollins Green War Memorial	Dam Lane, Rixton with Glazebrook	II
Milestone	90 Fearnhead Lane, Poulton with Fearnhead	II
Milestone	Manchester Road (South side)	II
Milestone	Manchester Road	II
Milestone	Manchester Road (South side)	II
Milestone	Golbourne Road (West side)	II
Milestone	Winwick Road (East side)	II
Mounting Block	Swan Green	II
War Memorial	St Marys Road (East side)	II
Milestone	Liverpool Road	II
Milestone	Newchurch Lane (East side)	II
Milestone	Warrington Road Opposite Rowe Farm	II
Milestone	Warrington Road (East side)	II
Milestone	Warrington Road (South side)	II
War Memorial	Lumb Brook Road Appleton Thorn	II
Milestone	A49 (East side)	II
Milestone	London Road (East side)	II
Milestone	London Road (East side) A49 Swing Bridge	II
Mounting Block	Chester Road (South side)	II
Hatton Arms K6 Telephone Kiosk	Hatton Lane, Hatton	II
Mounting Block	Liverpool Road (North Side), Great Sankey	II
Milestone	Manchester Road (South side)	II
Collins Green Farmhouse	3 Penkford Lane, Burtonwood	II
Glazebrook Station North Side	Glazebrook Lane, Rixton with Glazebrook	II
Glazebrook Station South Side	Glazebrook Lane, Rixton with Glazebrook	II
Thelwall War Memorial	Bell Lane, Grappenhall and Thelwall	II

**Schedule of Buildings and Structures of Locally Important Architectural and Historic Interest
(Locally Listed Buildings)**

Name	Address	Parish
Nook Farmhouse & Barns	Arley Road	Appleton
Springside	Arley Road	Appleton
Hillfoot Farmhouse	Hough's Lane	Appleton
Hill Cliffe Baptist Church	Red Lane	Appleton
Wright's Green Cottage	Lumb Brook Road	Appleton
Patch Cottage	Lumb Brook Road	Appleton
Thorn Brow Farmhouse	Green Lane	Appleton
Lych Gate to Fox Covert Burial Ground	Firs Lane/ Windmill Lane	Appleton
War memorial	Lumb Brook Road	Appleton
Quarry Cottage	Quarry Lane	Appleton
Birch Tree House	Off Red Lane	Appleton
Walnut Tree Farmhouse	Stretton Road	Appleton
Appleton Thorn Village Hall	Stretton Road	Appleton
Cabbage Cottage	40 Chapel Lane	Appleton
Thorn House (Appleton Thorn Vicarage)	Green Lane	Appleton
1 Cross Cottages	Pepper Street	Appleton
2 Cross Cottages	Pepper Street	Appleton
Cann Lane Farm House	Cann Lane	Appleton
Sandstone gateways and walls	By 171 London Road	Appleton
Persian Cottage & Cheriton Cottage	Lumb Brook Road	Appleton
Bramble Barn The Hurst	Off Firs Lane/ Park Lane	Appleton
Lanehurst Barn The Hurst	Off Firs Lane/ Park Lane	Appleton
Barn at Walnut Tree Farm	Stretton Road	Appleton
Memorial Cross St. Cross Church	Stretton Road	Appleton
Brook House	Cann Lane South	Appleton
Culeen House	Cann Lane South	Appleton
Lodge to Underclyffe House	171 London Road	Appleton
Sandstone piers and wall	London Road	Appleton
Hawthorne Cottage	Pepper Street	Appleton
Moss View Cottage	Pepper Street	Appleton
Hatton Farm Cottage/The Cottage	Pepper Street	Appleton
Quarry House	Quarry Lane	Appleton
London Bridge PH	163 London Road	Appleton
Rowe Farmhouse	Warrington Road	Birchwood
Heathfield House	Delenty Drive	Birchwood
Pillbox	Delenty Drive	Birchwood
Yew Tree Farm	Bold Lane	Burtonwood
Bewsey Lodge	Bewsey Farm Close	Burtonwood & Westbrook
Collins Green Farmhouse	Penkford Lane	Burtonwood & Westbrook
Memorial Lychgate to St Michaels Church	Chapel Lane	Burtonwood & Westbrook
Causey West Bridge	Alder Lane	Burtonwood & Westbrook
Chapel House Inn	Chapel Lane	Burtonwood & Westbrook
Callands Farm House	Ladywood Road	Burtonwood & Westbrook
Burtonwood Methodist Church	Phipps Lane	Burtonwood & Westbrook
Burtonwood Brewery building	Bold Lane	Burtonwood & Westbrook
Bankhouse Farm	Bold Lane	Burtonwood & Westbrook
Gates to Burtonwood Cemetery	Chapel Lane	Burtonwood & Westbrook
Youth Club - former Infant School	Jcn Clay Lane/Phipps Lane	Burtonwood & Westbrook
Old School House	23,Clay Lane	Burtonwood & Westbrook
Nursery formerly St.Paul of the Cross RC School	Mercer Street/Clay Lane	Burtonwood & Westbrook
Burtonwood Cottages	Pennington Lane	Burtonwood & Westbrook
Bewsey New Hall	By Shackleton Close, Old Hall	Burtonwood & Westbrook

	18 Lord Street	Croft
	143 Mustard Lane	Croft
Horse Shoe PH	Smithy Lane	Croft
Southworth Hall	Southworth Lane	Croft
	54 Smithy Brow	Croft
The Plough Inn	Heath Lane	Croft
	115 Stone Pit Lane	Croft
Kenylo Bridge	Sandy Brow Lane	Croft
	60 and 62 New Lane	Croft
Highfield	Kenyon Lane	Croft
Heath House	Kenyon Lane	Croft
Turret Hall	Stone Pit Lane	Croft
Beech Farm	93 Heath Lane	Croft
Former Croft County Primary School	Adj. 1 Croft Heath Gardens/Heath Lane	Croft
	18 Dam Lane	Croft
Fowl Farmhouse	Back Lane	Cuerdley
Upper Moss Side Farm	Moss Side Lane	Cuerdley
Lower Moss Side Farm	Lapwing Lane	Cuerdley
Cross Lane Farmhouse	Widnes Road	Cuerdley
	1 Back Lane	Cuerdley
Newchurch Parish Hall	Common Lane	Culcheth & Glazebury
Lych Gate at Newchurch Parish Church	Church Lane	Culcheth & Glazebury
War Memorial o/s Newchurch Parish Church	Shaw Street/Church lane	Culcheth & Glazebury
Mile Stone opp.school	Newchurch Lane/Warrington Road	Culcheth & Glazebury
Milestone	Opp Rowe Farm, Warrington Road	Culcheth & Glazebury
Pack Horse Inn PH	Shaw Street/Bent Lane	Culcheth & Glazebury
Raven Inn PH	Hey Shoot Lane	Culcheth & Glazebury
Milestone	Warrington Road	Culcheth & Glazebury
Newchurch Parish Church	Church Lane	Culcheth & Glazebury
The Cottage	Bellhouse Lane	Grappenhall & Thelwall
	3 Broad Lane	Grappenhall & Thelwall
	5 Broad Lane	Grappenhall & Thelwall
	7 Broad Lane	Grappenhall & Thelwall
	189 Chester Road	Grappenhall & Thelwall
	283 Chester Road	Grappenhall & Thelwall
Rams Head PH	Church Lane	Grappenhall & Thelwall
Parr Arms PH	Church Lane	Grappenhall & Thelwall
Birchfield	Church Lane	Grappenhall & Thelwall
Ingleside	Church Lane	Grappenhall & Thelwall
The Cottage	3 Church Lane	Grappenhall & Thelwall
	200 Knutsford Road	Grappenhall & Thelwall
	224a Knutsford Road	Grappenhall & Thelwall
Grappenhall Methodist Church	Knutsford Road	Grappenhall & Thelwall
	12 All Saint's Drive	Grappenhall & Thelwall
Bell Cottage	Bell Lane	Grappenhall & Thelwall
Dolphin Cottage	Bell Lane	Grappenhall & Thelwall
Ivy Cottage	Bell Lane	Grappenhall & Thelwall
Daichaidh	Bell Lane	Grappenhall & Thelwall
Pickering Cottage	Bell Lane	Grappenhall & Thelwall
The Little Manor PH	Bell Lane	Grappenhall & Thelwall
Redbarn Farmhouse	Off Cliffe Lane	Grappenhall & Thelwall
The Lodge to Thelwall Heyes	Cliffe Lane	Grappenhall & Thelwall
Romiley House	Ferry Lane	Grappenhall & Thelwall
School House	Gigg Lane	Grappenhall & Thelwall
Woodlands	Halfacre Lane	Grappenhall & Thelwall
The Lodge	Halfacre Lane	Grappenhall & Thelwall
White House	Stockport Road	Grappenhall & Thelwall

The Bridge House	Stockport Road	Grappenhall & Thelwall
Barn adj to The Bridge House	Stockport Road	Grappenhall & Thelwall
White Lane Farmhouse	Weaste Lane	Grappenhall & Thelwall
Cuerdon Lodge	44 Weaste Lane	Grappenhall & Thelwall
	1 Weaste Lane	Grappenhall & Thelwall
	114 Weaste Lane	Grappenhall & Thelwall
	202 Knutsford Road	Grappenhall & Thelwall
	204 Knutsford Road	Grappenhall & Thelwall
The Gables	Half Acre Lane	Grappenhall & Thelwall
	128 Weaste Lane	Grappenhall & Thelwall
2 Massey Hall Cottages	Weaste Lane	Grappenhall & Thelwall
The Lodge	Lumb Brook Road	Grappenhall & Thelwall
Barn at Manor House Farm	Cartridge Lane	Grappenhall & Thelwall
1 & 2 Woodside Cottages, formerly 'Thatched Cottages'	Knutsford Road	Grappenhall & Thelwall
The Willows	Knutsford Road	Grappenhall & Thelwall
Latchford Viaduct	Thelwall New Road	Grappenhall & Thelwall
Old part of Thelwall Massey School	Halfacre Lane	Grappenhall & Thelwall
Highfields	Off Weaste Lane	Grappenhall & Thelwall
Highfields Cottages	Off Weaste Lane	Grappenhall & Thelwall
Highfields Farmhouse	Off Weaste Lane	Grappenhall & Thelwall
Thelwall Post Office	Bell Lane	Grappenhall & Thelwall
1 & 3, Thelwall New Road	Thelwall New Road	Grappenhall & Thelwall
Stanny Lunt Bridge	Chester Road/Church Lane	Grappenhall & Thelwall
Bradley Hall	Off Cliff Lane	Grappenhall & Thelwall
Barn at Bradley hall	Off Cliff Lane	Grappenhall & Thelwall
Milestone	Euclid Ave/Chester Rd	Grappenhall & Thelwall
Thelwall Memorial	Bell Lane	Grappenhall & Thelwall
The Lodge East lodge to Grappenhall Heys	Opp.41 Broad Lane	Grappenhall & Thelwall
Mounting Block	Opp 165 Chester Road	Grappenhall & Thelwall
Milestone	Opp.Summerville Chester Road	Grappenhall & Thelwall
1 & 2 - Cottages	Church Lane	Grappenhall & Thelwall
Mounting Block - opp. Springbrook P.H.	Jcn Chester Road/Knutsford Road	Grappenhall & Thelwall
Milepost	Opp. 210 Knutsford Road	Grappenhall & Thelwall
Red telephone box	o/s 92 Knutsford Road	Grappenhall & Thelwall
Former County School Annexe	Thelwall New Road	Grappenhall & Thelwall
Cobbled street area of Grappenhall Village	Church Lane o/s Rams Head P.H.	Grappenhall & Thelwall
Clay Bank Farmhouse	Broad Lane	Grappenhall & Thelwall
Pickerings Bridge	West of the Firs, Half Acre lane	Grappenhall & Thelwall
Holly House Farm	Park Road, adacent no.46	Great Sankey
Garden suburb	17-23 Penketh Road	Great Sankey
Northern part of Gt. Sankey CP School	Liverpool Road	Great Sankey
Southern part of Gt.sankey CP School	Liverpool Road	Great Sankey
War Memorial	St.Mary's Road	Great Sankey
	374 and 376 Liverpool Road	Great Sankey
Outbuildings to Whittle Hall Farm	Whittle Hall Road	Great Sankey
Whittle Hall Farm	Whittle Hall Road	Great Sankey
Mounting Block	opp. 219, Liverpool Road	Great Sankey
Cherry Tree Farmhouse	Burtonwood Road	Great Sankey
Sankey Bridge	Old Liverpool Road	Great Sankey
Crosfield Court	Haig Avenue	Great Sankey
Mounting Block	Jcn. Liverpool Road & 2, Clarence Avenue	Great Sankey
St. Marys Cemetery	St. Marys Road	Great Sankey
	372 Liverpool Road	Great Sankey
The Greenside	Goose Lane, opp. 49	Hatton
School House	10 & 12 Goose Lane	Hatton

Queasty Birch Hall	Off Summer Lane	Hatton
The Orchard, 1 New House Farm Cottages	Hatton lane	Hatton
2 New House Farm Cottages	Hatton Lane	Hatton
Holly Bank Cottage	Warrington Road	Hatton
Factory Cottage	Warrington Road	Hatton
Greenside farmhouse	Goose Lane	Hatton
1 & 2 New Cottages - East side of Hatton Lane	Hatton Lane	Hatton
Bobs Old Cottage & Newtons Cottage	Hatton Lane	Hatton
Pillmoss Farmhouse	Pillmoss Lane	Hatton
Blue Coat cottage & 4 New Cottage	Hatton Lane	Hatton
Goose Cottage	35 Goose Lane	Hatton
Hatton House	Hatton Lane	Hatton
Hatton Gate Farmhouse	Daresbury Lane	Hatton
	4 & 6 Booths Hill Road	Lymm
The Limes	11 Brookfield Road	Lymm
	20 Brookfield Road	Lymm
	3 & 5 Brookfield Road	Lymm
Lymm Library	Davies Way	Lymm
	38 Cherry Lane	Lymm
	21 and 23 Church Road	Lymm
	25 and 27 Church Road	Lymm
	31 Church Road	Lymm
Crouchley Hall Farmhouse	Crouchley Lane	Lymm
Deansgreen Hall	Off Crouchley Lane	Lymm
Beech Cottage	50 Eagle Brow	Lymm
	11 Eagle Brow	Lymm
Sunday School	Eagle Brow	Lymm
	1 Higher Lane	Lymm
	53 Higher Lane	Lymm
	12 Higher Lane	Lymm
Lymm Baptist Church	Higher Lane	Lymm
The Chestnuts	58 Higher Lane	Lymm
	66 Higher Lane	Lymm
	2 Maltmans Road	Lymm
	12 New Road	Lymm
	17 New Road	Lymm
	32 New Road	Lymm
Laurel Bank	27 New Road	Lymm
	37 Rectory Lane	Lymm
Reddish House	Reddish Lane	Lymm
	68 Rushgreen Road	Lymm
Lymm Hotel	Whitbarrow Road	Lymm
	68 Camsley Lane	Lymm
	80 Whitbarrow Road	Lymm
	7 and 9 Brookfield Road	Lymm
	36 Cherry Lane	Lymm
Cherry Hall Farm	Cherry Lane	Lymm
	20 to 26 Church Road	Lymm
	6 The Dingle	Lymm
	4 The Dingle	Lymm
	2 Eagle Brow	Lymm
	23 Eagle Brow	Lymm
	25 Eagle Brow	Lymm
	4 Higher Lane	Lymm
	6 Higher Lane	Lymm
	8 Higher Lane	Lymm

	10 Higher Lane	Lymm
	68 Higher Lane	Lymm
	99 Higher Lane	Lymm
	97 Higher Lane	Lymm
	95 Higher Lane	Lymm
	93 Higher Lane	Lymm
	5 Lymm Bridge	Lymm
	7 Lymm Bridge	Lymm
	15 New Road	Lymm
	30 New Road	Lymm
Reddish Hall	Reddish Lane	Lymm
	1 The Square	Lymm
	1a The Square	Lymm
Wildersmoor Hall Farm	Higher Lane	Lymm
Cotebrook House	Oughtrington Lane	Lymm
Pool Bank Farm	Pool Lane	Lymm
Agden Bridge	Spring Lane	Lymm
2 Barns adjacent to Cheriton House	38, Booths Lane	Lymm
56 Booths Hill Road & 2, Barsbank Lane	56, Booths Hill Road & 2, Barsbank Lane	Lymm
Whitbarrow Aqueduct	Bridgewater Street	Lymm
Little Brookfield	13, Brookfield Road	Lymm
Former Lymm UDC Offices	Brookfield Road/Whitbarrow Road	Lymm
Congregational Church	Brookfield Road	Lymm
Gateway	Crouchley Lane	Lymm
Clouds Cottage	Crouchley Lane	Lymm
Cottage east of Clouds cottage	Crouchley Lane	Lymm
Former Stable to rear of Clouds Cottage	Crouchley Lane	Lymm
Dingle Bank	Dingle Bank Close	Lymm
Lamp post	Junction of Mill Lane & Birch Brook Road, Heatley	Lymm
Lymm Court (formerly Court House)	13, New Road	Lymm
Former Oughtrington School	Oughtrington Crescent	Lymm
Pool Farm	Pool Lane	Lymm
The Star Inn P.H.	Star Lane	Lymm
St. Peters Memorial Cross	Oughtrington Lane	Lymm
Milepost	Knutsford Road/Gallows Croft	Lymm
	2 Bridgewater Street	Lymm
No.29 Clinic (former P.H.)	Eagle Brow	Lymm
15/17 Pool Lane Cottages	Pool Lane	Lymm
11/13 Pool Lane Cottages	Pool Lane	Lymm
Former School now Community Centre	Opp.5 Warrington Road	Lymm
	13 Mill Lane	Lymm
Wildersmoor House	181 & 181a Higher Lane	Lymm
	26 New Road	Lymm
	71 Whitbarrow Road	Lymm
Old Chapel	Cherry Lane	Lymm
	10 Booths Lane	Lymm
No. 19 Railway Cottage	Whitbarrow Road	Lymm
The Jolly Thresher PH	Higher Lane	Lymm
1 to 4 Station Cottages	Station Road	Padgate
Padgate Rectory	Station road	Padgate
Padgate Station - northern building	off Station Road	Padgate
Padgate Station - southern building	Off Station Road/ Green Lane	Padgate
War Memorial	Off Station Road/Blackbrook Avenue	Padgate
Milestone	outside 90 Fearnhead Lane	Padgate
Padgate Methodist Church	Green Lane	Padgate

Ferry Inn	Fiddlers Ferry	Penketh
	19 Poplar Avenue	Penketh
Greenway	Well Lane	Penketh
	27 to 33 Farnworth Road	Penketh
	1 and 3 Poplar Avenue	Penketh
Heathfield	32, Chapel Road/Ditchfield Road	Penketh
Community Centre (Old Quaker building)	Meeting Lane	Penketh
Penketh & Sankey British Legion	Greystone Road	Penketh
War Memorial	Greystone Road	Penketh
	42 Chapel Road	Penketh
	22 and 24 Chapel Road	Penketh
Wesleyan Day School	Chapel Road	Penketh
Milestone	144 Liverpool Road	Penketh
The Manna House	Warrington Road	Penketh
Milestone	opp 207 Warrington Road	Penketh
Greystone Cottage	101 Meeting Lane	Penketh
	89 Station Road	Penketh
Heath Cottage	100 Heath Road/ Harford Close	Penketh
Springfield House	516 Manchester Road	Poulton with Fearnhead
	34 Green Lane	Poulton with Fearnhead
	69 Green Lane	Poulton with Fearnhead
	71 Green Lane	Poulton with Fearnhead
Grange Mount	260 Padgate Lane	Poulton with Fearnhead
Padgate Junior & Infants School	Station Road	Poulton with Fearnhead
Beech Grove House	Newton Grove	Poulton with Fearnhead
Grove House	Newton Grove	Poulton with Fearnhead
Enfield Farmhouse	Tweedsmuir Close	Poulton with Fearnhead
Enfield Cottages	Tweedsmuir Close	Poulton with Fearnhead
Barn adjoining Enfield Cottages	Tweedsmuir Close	Poulton with Fearnhead
Houghton Mill Bridge	Cinnamon Lane North	Poulton with Fearnhead
Green Lane School	Green Lane	Poulton with Fearnhead
Central Building of School	Green Lane	Poulton with Fearnhead
The Farmers Arms PH	Fearnhead Lane	Poulton with Fearnhead
Yew Tree House	Warrington Road/Glaziers Lane	Risley
Railways Cottages	Dam Lane	Rixton with Glazebrook
Barn at Holly Bank Farm	Bridge Road, off Manchester Road	Rixton with Glazebrook
Holly Bank farmhouse - Mounting Block	Manchester Road	Rixton with Glazebrook
Former RC Church of St. Michael	3 Moss Side Lane	Rixton with Glazebrook
Holly Bush Farmhouse	30 Manchester Road	Rixton with Glazebrook
341-347 Manchester Road	Lane End	Rixton with Glazebrook
Mounting block	o/s Holly Bank Farmhouse	Rixton with Glazebrook
Mile Stone	opp.252 Manchester Road	Rixton with Glazebrook
Mile Stone	opp.24 Manchester Road by Moss Side Farm	Rixton with Glazebrook
The Old Smithy	Dam Lane	Rixton with Glazebrook
Cemetery	Dam Lane	Rixton with Glazebrook
The Black Swan P.H.	Jcn. Dam Lane/Manchester Road	Rixton with Glazebrook
Post Office	Opp.27 School Lane	Rixton with Glazebrook
The Old Vicarage	next to 52 School Lane	Rixton with Glazebrook
Milestone	507 Manchester Road	Rixton with Glazebrook
Village Shop	524/526 Manchester Road	Rixton with Glazebrook
Methodist Church	Chapel Lane / top School Lane	Rixton with Glazebrook
Mission House	Moat Lane	Rixton with Glazebrook
Mount Pleasant Farm	Glazebrook Lane	Rixton with Glazebrook
Railway Cottages	Glazebrook Lane	Rixton with Glazebrook
Ivy cottage	77 Dam Lane	Rixton with Glazebrook
	82 Ackers Road	Stockton Heath

	88 Ackers Road	Stockton Heath
	90 Ackers Road	Stockton Heath
	3 Grappenhall Road	Stockton Heath
Summerville Residential Home	Hill Top Road	Stockton Heath
2 Hill Top Cottage	Hunts Lane	Stockton Heath
Hill Crest	143 London Road	Stockton Heath
	44 Whitefield Road	Stockton Heath
	18 - 24 Walton Road	Stockton Heath
Old Telephone Exchange	35 Walton Road	Stockton Heath
	45 Grappenhall Road	Stockton Heath
	81a Grappenhall Road	Stockton Heath
	1 Hill Top Cottage	Stockton Heath
	101 Walton New Road	Stockton Heath
Old Mounting Block	Grappenhall Road/Lumbrook Road	Stockton Heath
Milestone	Grappenhall Road/Lumbrook Road	Stockton Heath
War Memorial	London Road/Ellesmere Road	Stockton Heath
Former Victoria Hotel & two adjoining shops	London Road/Grappenhall Road	Stockton Heath
Milestone by Swing Bridge	Fairfield Road/London Road	Stockton Heath
Swing Bridge A49	London Road	Stockton Heath
The Hollies	2, Ackers Road	Stockton Heath
Elm Cottage	4, Ackers Road	Stockton Heath
	6 Ackers Road	Stockton Heath
	22 and 24 Ackers Road	Stockton Heath
	60/62/64 Chester Road	Stockton Heath
	124 Fairfield Road	Stockton Heath
Thorn Marine	London Road	Stockton Heath
Roberts Shoe Shop	44/46 London Road	Stockton Heath
	14 and 16 Parkgate Road	Stockton Heath
	69-75 Walton Road	Stockton Heath
	83-85 Walton Road	Stockton Heath
Lamp post	Rear of 10 Fairfield Road	Stockton Heath
Church	Adj. 40 Walton Road	Stockton Heath
Lampposts	Victoria Square	Stockton Heath
Rose Cottage	133 Fairfield Road	Stockton Heath
London Bridge	London Road	Stockton Heath
Methodist Church	Corner of Heath Street & Walton Road	Stockton Heath
	46 to 56 Walton Road	Stockton Heath
	66 to 76 Walton Road	Stockton Heath
Blacksmiths Forge	Victoria Place (to rear of PH)	Stockton Heath
	137 Fairfield Road	Stockton Heath
	37 Ackers Road	Stockton Heath
	39 Ackers Road	Stockton Heath
	84 Ackers Road	Stockton Heath
Lane End Farmhouse	Northwich Road	Stretton
Ashfield	Northwich Road	Stretton
Road Side Farm Building	London Road	Stretton
War Memorial St. Matthews Church	Stretton Road	Stretton
Tanyard Farmhouse	Well Lane	Stretton
Cat & Lion PH	Tarporley Road	Stretton
The Ship PH (Demolished)	Chester Road	Walton
Smithy House	Chester Road	Walton
	99 Chester Road	Walton
1 Walton Lea Cottage	Chester Road	Walton
The Lodge	Chester Road	Walton
	35 Chester Road	Walton
New Lodge	Houghs Lane	Walton
Stoneoaks Cottage	Thomasons Bridge Lane	Walton

Underbridge Cottages	Underbridge Lane	Walton
Rowswood Farmhouse	Park Lane	Walton
Wood Cottage	Park Lane	Walton
2 Cockfight Cottages	Runcorn Road	Walton
4 Cockfight Cottages	Runcorn Road	Walton
Porch House Farm	Runcorn Road	Walton
	7 Walton Lea Road	Walton
	13 Walton Lea Road	Walton
	2 Walton Lea Road	Walton
	1 Warrington Road	Walton
Rowswood Cottage	Warrington Road	Walton
2 Walton Lea Cottage	Chester Road	Walton
3 Walton Lea Cottage	Chester Road	Walton
	34 Chester Road	Walton
1 The Elms Cottages	Hobb Lane	Walton
2 The Elms Cottages	Hobb Lane	Walton
3 The Elms Cottages	Hobb Lane	Walton
Grange Mill House	Mill Lane	Walton
	9 Walton Lea Road	Walton
	11 Walton Lea Road	Walton
	105/105a Walton New Road	Walton
	107 Walton Road	Walton
Smithy converted to house	adjacent 136, Old Chester Road	Walton
North building in yard	Rear 134 Old Chester Road	Walton
Old tool shed of Walton Hall Estate	Chester Road/Walton Lea Road	Walton
Barn at Rowswood Farm	Walton Hall Estate, Park Lane	Walton
School converted to House	2, Runcorn Road	Walton
Old Mounting Block	Walton New Road/Chester Road	Walton
The Former Vicarage	Chester Road	Walton
War Memorial Cross	Jcn. Chester Road/Ellesmere Road	Walton
Smithy House	136 Old Chester Road	Walton
Grange Green Manor	Mill Lane	Walton
Canal Farmhouse	Runcorn Road	Walton
Memorial - Walton Church	Chester Road	Walton
Milestone	o/s The Croft, Chester Road	Walton
The Walton Arms PH	Old Chester Road	Walton
CWS Water Tower (Demolished)	Barbauld Street	Warrington Unparished
Imperial PH	145 Bewsey Road	Warrington Unparished
	5 Bold Street	Warrington Unparished
Emmanuel Church	Bold Street	Warrington Unparished
St Austins Chambers	23 Bold Street	Warrington Unparished
	7 Bold Street	Warrington Unparished
	123 Bridge Street	Warrington Unparished
	83 & 85 Bridge Street	Warrington Unparished
	88 Bridge Street	Warrington Unparished
	90 & 92 Bridge Street	Warrington Unparished
Borough Arms PH	Buttermarket Street	Warrington Unparished
Lower Angel PH	Buttermarket Street	Warrington Unparished
	29 Cairo Street	Warrington Unparished
	34 - 38 Church Street	Warrington Unparished
	2 - 4 Froghall Lane	Warrington Unparished
The Hop Pole PH	Horsemarket Street	Warrington Unparished
The Brooklands PH	Lovely Lane	Warrington Unparished
Latchford Baptist Church	Loushers Lane	Warrington Unparished
Adelphi Vaults PH	88 - 90 Mersey Street	Warrington Unparished
	7 Museum Street	Warrington Unparished
	9 Museum Street	Warrington Unparished

	11 Museum Street	Warrington Unparished
	19 & 21 Museum Street	Warrington Unparished
Registry Office	Winmarleigh Street	Warrington Unparished
Blackburne Arms PH	Orford Green	Warrington Unparished
	51 & 53 Orford Green	Warrington Unparished
St Margarets Church	Orford Green	Warrington Unparished
Irish Club	Orford Lane	Warrington Unparished
The Hawthorne PH	Orford Lane	Warrington Unparished
The King & Queen PH	Padgate Lane	Warrington Unparished
	12 Ryland Street	Warrington Unparished
Manx Arms PH (Demolished)	31 School Brow	Warrington Unparished
Brickmakers PH	68 School Brow	Warrington Unparished
	1 Springfield Street	Warrington Unparished
Christ Church	Wash Lane	Warrington Unparished
St Johns United Reformed Church	Wilderspool Causeway	Warrington Unparished
	94 Wilderspool Causeway	Warrington Unparished
The Causeway PH	233 Wilderspool Causeway	Warrington Unparished
	39 Wilson Patten Street	Warrington Unparished
	41 Wilson Patten Street	Warrington Unparished
	43 Wilson Patten Street	Warrington Unparished
	45 Wilson Patten Street	Warrington Unparished
	47 Wilson Patten Street	Warrington Unparished
	49 Wilson Patten Street	Warrington Unparished
	51 Wilson Patten Street	Warrington Unparished
	20 Winmarleigh Street	Warrington Unparished
Masonic Hall	Winmarleigh Street	Warrington Unparished
The Appliance Centre	25 Winwick Street	Warrington Unparished
Greenwoods	27 Winwick Street	Warrington Unparished
The Lord Rodney PH	Winwick Street	Warrington Unparished
Red Lion PH	Winwick Road	Warrington Unparished
Wycliffe United Reformed Church	Edgeworth Street	Warrington Unparished
Warrington Community Care (Nurses Home)	8 Bewsey Road	Warrington Unparished
	125 Bridge Street	Warrington Unparished
	133 - 135 Bridge Street	Warrington Unparished
Wycliffe Memorial Hall	Edgeworth Street	Warrington Unparished
	12 & 14 Friars Gate	Warrington Unparished
Sir Thomas Boteler High School	Grammar School Road	Warrington Unparished
	29 Horsemarket Street	Warrington Unparished
	31 Horsemarket Street	Warrington Unparished
	33 Horsemarket Street	Warrington Unparished
	35 Horsemarket Street	Warrington Unparished
	715 Knutsford Road	Warrington Unparished
Golden Lion PH	69 Knutsford Road	Warrington Unparished
	674 Knutsford Road	Warrington Unparished
Osborne Terrace 688 to 694	Knutsford Road	Warrington Unparished
St Barnabas Church	Lovely Lane	Warrington Unparished
East Lodge (Warrington Cemetery)	Manchester Road	Warrington Unparished
West Lodge (Warrington Cemetery)	Manchester Road	Warrington Unparished
C of E Chapel (Warrington Cemetery)	Manchester Road	Warrington Unparished
Shelter & W.C. - Cemetery	Manchester Road/Padgate Lane	Warrington Unparished
Entrance Gates and Piers - Cemetery	Manchester Road/Padgate Lane	Warrington Unparished
Perimeter Wall to Cemetery	Manchester Road	Warrington Unparished
	1 Manchester Road	Warrington Unparished
	3 Manchester Road	Warrington Unparished
	5 Manchester Road	Warrington Unparished
	7 Manchester Road	Warrington Unparished
	9 Manchester Road	Warrington Unparished

Patten Arms Hotel	Parker Street	Warrington Unparished
St Benedicts RC Church	Rhodes Street	Warrington Unparished
	349 Wilderspool Causeway	Warrington Unparished
	351 Wilderspool Causeway	Warrington Unparished
	353 Wilderspool Causeway	Warrington Unparished
	355 Wilderspool Causeway	Warrington Unparished
	357 Wilderspool Causeway	Warrington Unparished
	359 Wilderspool Causeway	Warrington Unparished
	361 Wilderspool Causeway	Warrington Unparished
	363 Wilderspool Causeway	Warrington Unparished
	365 Wilderspool Causeway	Warrington Unparished
	367 Wilderspool Causeway	Warrington Unparished
	369 Wilderspool Causeway	Warrington Unparished
Croftfield Conservatory	Bank Park, rear of Town Hall	Warrington Unparished
War Memorial	Bridge Foot	Warrington Unparished
The Packet House P.H.	Bridge Street/Mersey Street	Warrington Unparished
The Higher Seven Stars P.H.	87, Bridge Street	Warrington Unparished
Railway Building	Broad Arpley Lane, off Bridge Foot	Warrington Unparished
2-10, Buttermarket Street	Market Gate	Warrington Unparished
	15 Cairo Street	Warrington Unparished
Former Palace Cinema	Friars Gate	Warrington Unparished
1-17, Raddon Place	Rear of Grange Avenue	Warrington Unparished
The Railway P.H.	686, Knutsford Road	Warrington Unparished
Co-op store (former cinema)	Lovely Lane	Warrington Unparished
Anzac War Memorial - Cemetery	Manchester Road/Padgate Lane	Warrington Unparished
Former School of Art-North Cheshire College	Museum Street	Warrington Unparished
Centre Sport - former gymnasium	Palmyra Square South	Warrington Unparished
67 and 69 Sankey Street	Sankey Street	Warrington Unparished
Central station	Winwick Street	Warrington Unparished
2-34 Horsemarket St. & 1-9 Buttermarket St.	Market Gate	Warrington Unparished
MSC Warehouse adjacent 131, Howley Lane	Howley	Warrington Unparished
Former Emmanuel Sunday School	School Street/Knutsford Road	Warrington Unparished
Latchford House	Knutsford Road near Powell Street	Warrington Unparished
Former Trustee Savings Bank	2, Rylands Street	Warrington Unparished
67 & 69, Sankey Street	Sankey Street	Warrington Unparished
Corner building Arpley Street	Junction of Wilson Patten St. & Arpley St.	Warrington Unparished
The British Aluminium Recreation Club	Grange Avenue	Warrington Unparished
Warrington Bridge	Bridge Foot/Bridge Street	Warrington Unparished
Former shop - Hepworths	Corner Market Gate & Bridge Street	Warrington Unparished
Friars Green Church	Cairo Street	Warrington Unparished
War Memorial	o/s Crosfields, Liverpool Road	Warrington Unparished
Oakwood Infants School	Oakwood Avenue	Warrington Unparished
Oakwood Junior School	Oakwood Avenue	Warrington Unparished
School Tower & Ancillary Building	Oakwood Avenue	Warrington Unparished
110 -128	Bridge Street	Warrington Unparished
32-38 Facade	Bridge Street	Warrington Unparished
Garnett CWS Tower (Demolished)	Barbauld Street	Warrington Unparished
Rylands Old Pavilion Building	Gorsey Lane	Warrington Unparished
Woodbine Terrace	Grammar School Road	Warrington Unparished
The Laurels	Grammar School Road	Warrington Unparished
Ex-railway bridge	Knutsford Road	Warrington Unparished
Ex Baptist Chapel	Legh Street	Warrington Unparished
Crosfields Offices	Liverpool Road	Warrington Unparished
The Sloop P.H.	Liverpool Road	Warrington Unparished
Kendrick Building - Warrington Hospital	Lovely Lane	Warrington Unparished
St.Albans War Memorial	Bewsey Street	Warrington Unparished

Workhouse - General Hospital	Lovely Lane	Warrington Unparished
Stone	Rear 19 Godfrey Street	Warrington Unparished
Stone	Rear 60 Gorsey Lane	Warrington Unparished
Stone	Rear 88 Gorsey Lane	Warrington Unparished
Orford Hall Gatepiers	Orford Avenue	Warrington Unparished
Latchford Conservative Club	St.Marys Street Latchford	Warrington Unparished
Central House	Central Way/Winwick Street	Warrington Unparished
Beamont School	O'Leary Street	Warrington Unparished
Boundary Wall to Peninsula Barracks	O'Leary Street	Warrington Unparished
122 to 126	Bridge Street	Warrington Unparished
Barns at Ford Farm	Eastford Road	Warrington Unparished
Richard Fairclough School - formerly	Wash Lane/Halla-Way	Warrington Unparished
Bolton Council School	Longdin Street	Warrington Unparished
Alderman Bolton Infant School	Longdin Street	Warrington Unparished
Brook House	Grammar School Road	Warrington Unparished
Former Vicarage	86 Orford Avenue	Warrington Unparished
	43 to 51 Sankey Street	Warrington Unparished
	2 to 6 Egypt Street	Warrington Unparished
Insurance House	13 Arpley Street	Warrington Unparished
	14 to 32 Buttermarket Street	Warrington Unparished
The Swan Hotel	Golborne Road	Winwick
The Elms	4 Golborne Road	Winwick
	17 Golborne Road	Winwick
The Plough PH	Mill Lane	Winwick
	14 Radley Lane	Winwick
The Cottage	Parkside Road	Winwick
Farm buildings	Delph Lane	Winwick
Barn at rear of Coachmans Cottage	Delph Lane	Winwick
Southern Waterworks Cottage	Waterworks Lane	Winwick
Northern Waterworks Cottage	Waterworks Lane	Winwick
1 & 2 Waterworks cottages	Delph Lane	Winwick
2, Waterworks Cottage	Delph Lane	Winwick
Cross/Memorial outside St.Oswalds Church	Newton Road	Winwick
Old Mounting block outside St.Oswalds Church	Newton Road	Winwick
Church Walk Cottages	Church Walk	Winwick
Former Methodist Chapel	Golborne Road, next to 37	Winwick
The Hermit Inn P.H.	Golborne Road	Winwick
Rose Mount Terrace	Golborne Road, next to Hermit Inn	Winwick
Cop Holt Cottages	Newton Road	Winwick
Newton Road Cottages	Newton Road	Winwick
Pipers Hole Cottage	Parkside Road	Winwick
Monk House	Parkside Road	Winwick
Coach house	Rear of Swan Hotel, Golborne Road	Winwick
Boundary Wall	Pilgrim Close o/s no.6	Winwick
Gerosa Avenue	off Golborne Road	Winwick
Former cellar to Pipers Hall	off Golborne Road	Winwick
Former Winwick Hospital boundary walls and gate piers	Winwick Road	Winwick
Hospital houses and cottages	Hollins Lane	Winwick
Winwick Hall (Hollins Park Hospital)	Off Hollins Lane	Winwick
Old part Winwick Primary School	Myddleton Lane	Winwick
Old Rectory	Rectory Lane	Winwick
Oven Back Farm	Winwick Lane	Winwick
The Terrace	Myddleton Lane	Winwick
Milestone	Golborne Road o/s no.10	Winwick
Milestone	o/s no.87 Winwick Road	Winwick

Lodge	Delph Lane	Winwick
No.4	Hollins Drive	Winwick
Coachmans Cottage	Delph Lane	Winwick
C of E Mission School	Warren Lane	Woolston
War Memorial	Weir Lane	Woolston
Milestone	Manchester Road/ Redwood Close	Woolston
Woolston Lodge	Weir Lane	Woolston

Scheduled Ancient Monuments

Name	Address
Bank Quay Transporter bridge	Bank Quay
Barrow Old Hall moated site	Barrow Hall Lane, Great Sankey
Bewsey Old Hall moated site, fishpond and connecting channel	Sankey Valley Park, Bewsey
Bradlegh Old Hall fishpond	Bradley Lane, north of Lumber Lane , Burtonwood
Bradlegh Old Hall moated site	Bradley Lane, north of Lumber Lane , Burtonwood
Bradley Hall moated site	South of Grappenhall Lane/Cliffe Lane junction, Appleton
Lymm Hall moated site and ice house	Rectory Lane, Lymm
Pickett-Hamilton fort	600m south east of Limekiln Farm, Wrights Lane, Burtonwood
Rixton Old Hall moated site	South of Manchester Road, Rixton
Roman settlement at Wilderspool	South of Loushers Lane, Warrington
St. Oswald's Well	Off Parkside, Winwick, 150 metres south of woodland
Tumulus Bowl Barrow	West of Highfield Lane and North of Myddleton Lane, Winwick
Two Cockpits	125m west of Lymm Hall, Rectory Lane, Lymm
Two sections of Roman Road between Appleton and Stretton	North and South of Stretton Road by Park Royal Hotel
Two sections of Roman Road between Appleton and Stretton	North and South of Stretton Road by Park Royal Hotel

Conservation Areas

Bewsey Street
Bridge Street
Buttermarket Street
Church Street
Culcheth Newchurch Hospital
Grappenhall Victoria Road/York Drive
Grappenhall Village
Greenalls Brewery
Lymm Village
Palmyra Square
Stockton Heath
Stockton Heath - Ackers Road/Marlborough Crescent
Thelwall Village
Town Hall
Walton Village
Winwick Street

Planning policy & Programmes

Growth Directorate

Warrington Borough Council

New Town House

Buttermarket Street

Warrington

WA1 2NH



WARRINGTON
Borough Council

Tel: 01925 442826

Email: localplan@warrington.gov.uk