

Warrington Local Plan Examination

Matters Statements

MATTER 2 – THE DUTY TO CO-OPERATE

July 2022



MATTER 2 – THE DUTY TO CO-OPERATE

Issue

Whether the Council has complied with the duty to co-operate in the preparation of the Local Plan.

(NB. Examination Library reference numbers are provided in brackets after each document referred to in the Matters Statement)

Questions

Housing needs, the housing requirement and overall housing provision

- 1. Who has the Council engaged with in terms of housing needs, the housing requirement and housing provision and what form has this taken?**
 - 1.1 The Council has actively engaged with the following authorities under the Duty to Cooperate specifically in respect of housing needs and the housing requirement:
 - Halton Borough Council
 - St Helens Council
 - Cheshire East Council
 - Cheshire West and Chester Council
 - Salford City Council
 - Trafford Council
 - Wigan Council
 - Greater Manchester Combined Authority
 - Liverpool City Region Combined Authority
 - 1.2 This includes all neighbouring councils and combined authorities and covers all authorities where Warrington has a clear relationship in terms of consideration of housing markets.
 - 1.3 The Council has engaged with all of these authorities in respect of housing provision, including the proposed housing allocations in the Updated Proposed Submission Version Local Plan (UPS VLP) 2021. The Council has also had detailed discussions with National Highways, Historic England, the Environment Agency, Natural England, the Warrington & Halton Clinical Care Commissioning Group and the Local Enterprise Partnership on the proposed housing allocations. Wider consultees have been engaged through formal consultation on the emerging Plan.
 - 1.4 The Council has engaged through regular Duty to Cooperate meetings with these authorities throughout the process of Plan preparation, including in the preparation of the housing evidence base which has informed the Plan. These are documented in the Council's Duty to Cooperate Statement (SP7) and Statement of Common Ground (SP10).

2. What are the inter-relationships with other authorities in terms of migration, commuting, housing markets and service provision?

2.1 A detailed assessment of the interrelationship with other authorities in terms of migration, commuting, housing markets and service provision was undertaken in the Mid Mersey Strategic Housing Market Assessment (SHMA) January 2016 (H8) – see Chapter 2. This concluded that Warrington has the strongest relationship with Halton and St Helens within what is defined as the ‘Mid-Mersey’ Housing Market Area.

2.2 Subsequent Local Housing Needs Assessments, including the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) 2018, Warrington Local Housing Need Assessment 2019 (H3) and the Warrington Local Housing Need Assessment 2021 (H2) have re-confirmed these relationships. This has also been confirmed by the evidence base underpinning adjacent authorities local plan work as has become evident during such discussions.

3. How have the issues of housing needs, the housing requirement and overall housing provision been addressed through co-operation? What are the specific outcomes for example in terms of statements of common ground?

3.1 Housing needs, the housing requirement and overall housing provision have been central to ongoing engagement through the preparation of Warrington’s Local Plan with neighbouring authorities and other relevant bodies under the Duty to Cooperate. Warrington has also positively engaged with neighbouring authorities in respect of the preparation of their Local Plans.

3.2 Warrington has formally written to all the authorities listed under 1.1 to clarify whether they would be able to accommodate any of Warrington’s housing needs. Similarly, Warrington has been asked by those authorities whether it is able to accommodate any of their housing needs. Evidence of this engagement is provided in the Duty to Cooperate Statement (SP7) and associated appendices.

3.3 Specific agreed outcomes of this engagement are documented in the Statement of Common Ground (SP10). Strategic Matter 1 ‘Housing Need within the Mid-Mersey Housing Market Area’ confirms that Warrington Borough Council, Halton Borough Council and St Helens Borough Council, which are part of the Mid-Mersey HMA, agree to meet their own Objectively Assessed Need for Housing within their Boroughs. The authorities will however keep housing need under review as they progress with their Local Plans and address any issues arising in the future through the Duty to Co-operate process.

3.4 Strategic Matter 2 ‘Housing Need across adjacent Local Authority Areas’ confirms the agreed position, arrived at after careful consideration, that Warrington is unable to accommodate any unmet housing need from other adjacent Local Authorities - Cheshire East Council, Cheshire West and Chester Council, Salford City Council, Trafford Council, Wigan Council, Greater Manchester Combined Authority and

Liverpool City Region Combined Authority - and will not henceforth be seeking for these authorities to meet any of Warrington's housing need.

3.5 Issues relating to strategic housing sites are detailed under question 8 below.

4. What is the position of other authorities in terms of the approach to identifying and meeting housing needs? Have specific concerns been raised through duty to co-operate discussions or representations?

4.1 All other authorities consulted are seeking to meet their own housing needs through their respective Local Plans. No specific concerns have been raised through duty to cooperate discussion or representations.

4.2 No significant issues have been raised by other bodies under the Duty to Cooperate, with the exception of Natural England who have raised concerns in respect of air quality impacts on Holcroft Moss in-combination with other plans and projects, including the Greater Manchester Places for Everyone Plan. This issue is detailed in question 13 below.

4.3 Details relating to site specific matters are dealt with under question 11.

5. Are there any issues of unmet need to be addressed?

5.1 No

Economic growth/employment land provision

6. What are the cross-boundary issues relating to economic growth and employment land provision?

6.1 Warrington, together with Cheshire East Council and Cheshire West and Chester Council are part of the Cheshire and Warrington Local Enterprise Partnership (LEP). It is accepted by all the constituent LEP authorities however that the LEP area is not a single Functional Economic Market Area (FEMA) for the purposes of the NPPF.

6.2 The Warrington Economic Development Needs Assessment (EDNA) August 2021 (EC2) includes a detailed review of cross boundary issues relating to economic growth and employment land provision (Chapter 6).

6.3 Based on a mix of market evidence and commuting data, the EDNA has confirmed that Warrington's wider economic geography includes most of Wigan Borough, and the western portions of Trafford and Salford in Greater Manchester. The northern areas of Cheshire West and Chester and Cheshire East have strong links, as do Halton and St Helens in the Liverpool City Region. Although geographically more distant, Warrington also has good links with the urban centres of Manchester and Liverpool. The other areas of Greater Manchester and the Liverpool City Region have more limited relationships with Warrington.

6.4 The key issues for Warrington identified in the ENDA are:

- Of the strategic sites which may compete with Omega, and its successors, for B2/B8 requirements, Ma6nitude (in Cheshire East) is the most significant existing site and Parkside (St Helens) is likely to be most significant in the future. Existing schemes in Cheshire and the Liverpool City Region, such as 3MG, Widnes, continue to grow. However, against the scale of potential needs from the growing Port of Liverpool, the programmed strategic supply in the Liverpool City Region remains modest, creating ongoing opportunities for sites in Warrington
- Warrington is losing professional and scientific labour to Sci-Tech Daresbury, although the strong overlaps between Halton and Warrington in this area mean that Warrington Borough is still deriving economic benefit from this flow. However, between Sci-Tech, The Heath Runcorn, potential diversification at Inovyn, Bio Medical/Science facilities in Manchester and Liverpool, and the Cheshire Science Corridor Enterprise Zone Sites, the Economic Areas appears well catered for with science and technology themed facilities
- The proximity of Manchester City Centre, the Airport Gateway area and Salford City centre/Salford Quays, will continue to limit demand for offices in Warrington Borough.
- Sites in neighbouring local authority areas, even when of a strategic scale, will ultimately meet the needs of those authorities rather than Warrington. The only exception is the proposed Omega South Western Extension, (see question 9), which is identified to meet cross boundary requirements.

7. Who has the Council engaged with? When did this engagement take place and what form did it take?

7.1 The Council has engaged through regular Duty to Cooperate meetings with neighbouring authorities throughout the process of Plan preparation, including in the preparation of the employment evidence base which has informed the Plan.

7.2 The Council has also had detailed discussions with National Highways, Historic England, the Environment Agency, Natural England and the Local Enterprise Partnership on the proposed employment allocations. Wider consultees have been engaged through formal consultation on the emerging Plan.

8. What is the outcome of this engagement?

8.1 Through this engagement the Council has been able to set out its overall approach to economic development and meeting its employment land needs. No issues of concern have been raised with this approach through duty to cooperate discussions or in representations.

8.2 The outcome in respect of Omega West in St Helens is dealt with under question 9.

8.3 Outcomes relating to strategic employment sites are dealt with under question 11.

9. Specifically, how has the Council co-operated with St Helens Borough Council regarding the apportionment of the employment land at the Omega extension and what is the result of that co-operation?

- 9.1 Warrington has agreed with St Helens in principle that the westward extension of Omega (identified as strategic employment site allocation 1EA in the newly adopted St Helens Borough Local Plan), which is within St Helens administrative boundary will contribute to meeting Warrington's employment land needs. This agreed position is included in the Statement of Common Ground (SP10) Strategic Matter 11.
- 9.2 The potential of the Western Extension of Omega formed part of Duty to Cooperate discussions ahead of the publication of the draft St Helens Local Plan. Given that the allocation effectively extends an established employment location within Warrington and will be accessed exclusively through Warrington's highways network, both Councils agreed that this site should properly contribute to meeting Warrington's employment land needs.
- 9.3 Additional employment land will now come forward at Omega West, following the decision of the Secretary of State in November 2021 to grant permission for a 75 ha development. The additionally consented land could make a contribution to meeting Warrington's employment land needs, over and above the 31.22ha already agreed through the Duty to Cooperate process, subject to further agreement to this effect being reached and formalised through the Duty to Cooperate.
- 9.4 Construction of the site has now commenced. Warrington consider the rational for the 31.22ha already agreed as contributing to meeting Warrington's needs applies equally to the additionally consented land.
- 9.5 To date, however, no agreement has been reached between the two Councils that this land could contribute to meeting Warrington's needs. It is therefore not justified at this point in time, without agreement through the Duty to Cooperate with St Helens Borough Council, that the additional land at the Omega extension could be included in the employment supply for Warrington. Further discussions between Warrington and St Helens through the Duty to Co-operate would be needed to consider and potentially secure such an approach. Nonetheless given the recent adoption of the St Helens Borough Local Plan, the view of Warrington is that there is a compelling logic for the whole area to be attributed to Warrington's needs rather than St Helens.
- 9.6 Warrington is concerned about any further growth in this area and considers that this would require significant infrastructure improvements to the local and Strategic Road network. Warrington will continue to review any additional employment proposals through ongoing Duty to Cooperate discussions with St Helens and National Highways.
- 9.7 Warrington is aware that work to assess potential housing and employment development needs to inform draft policies in the Liverpool City Region Spatial

Development Strategy (SDS) is currently under preparation. It is understood that this will be published alongside the next version of the SDS in early autumn and will inform further Duty to Cooperate discussions.

10. What is the position of other authorities in terms of the Council's approach to these issues? What specific concerns were raised through duty to co-operate discussions or representations on the Local Plan?

- 10.1 No concerns have been expressed by any other authorities in terms of the Council's approach either through duty to cooperate discussions or representations on the Local Plan.

Strategic housing and employment sites

11. What cross boundary issues are there in relation to the Main Development Areas and how have these been dealt with through co-operation?

MD2 South East Warrington Urban Extension (SEWUE) and MD6 South East Warrington Employment Area (SEWEA).

- 11.1 The SEWUE and the SEWEA have the potential to have implications on the M6 and M56 motorway as identified by National Highways and on the road network in Cheshire East and in Cheshire West and Chester. The southern extent of the SEWUE and the SEWEA lies close to the boundary between Warrington and Cheshire East. Warrington has undertaken transport modelling work as recommended by National Highways to identify the likely impacts of the development on the road networks. Together with National Highways' own modelling, this has identified key mitigation requirements which have been reflected in the draft Local Plan policy wording.
- 11.2 Following an initial review of the highway modelling, Cheshire East Council have raised particular issues regarding potential highway impacts on Swineyard Lane, High Legh and HGV movements. Cheshire East Council consider that it is essential that measures are taken to discourage HGV traffic being directed towards Swineyard Lane. They also seek the strengthening of measures to enhance public transport with the specific aim of mitigating cross boundary flows with Cheshire East.
- 11.3 Warrington will continue to work with National Highways, Cheshire East Council and Cheshire West & Chester Council as the SEWUE and SEWEA proposals are worked up in more detail - through the preparation of the Development Frameworks for the sites and subsequent planning applications - to ensure that there is a full understanding of the impact of proposed development (both cumulative and individual). This will confirm the detail of the required mitigation measures, including agreeing the mechanisms by which any mitigation measures required within Cheshire East or Cheshire West and Chester will be carried out.

- 11.4 The agreed position with National Highways is set out in the Statement of Common Ground (SP10) Strategic Matter 7 and with Cheshire East and Cheshire West & Chester in Strategic Matter 8.

MD3 Fiddlers Ferry

- 11.5 It has been agreed between Warrington and Halton that the housing and employment development at the Fiddlers Ferry site will count towards meeting Warrington's needs. Given the location of the site on the border between Warrington and Halton, it will be important that the development provides mitigation for the impacts on Halton's transport and social infrastructure. It will also be important to ensure a robust Green Belt boundary to maintain separation between Widnes and Warrington.
- 11.6 Warrington has undertaken transport modelling work to assess the impacts of the development on the transport network and will continue to work with Halton, St Helens and National Highways to resolve any issues arising from the allocation, in particular in respect of Junction 7 of the M62, through Duty to Co-operate discussions
- 11.7 The agreed position with Halton is set out in the Statement of Common Ground (SP10) Strategic Matter 9 and the agreed position with Halton, St Helens and National Highways is set out in Strategic Matter 10.

12. Are there cross boundary issues that arise from strategic allocations or planning permissions in neighbouring authorities and if so, how have these been dealt with through co-operation?

Park Side (St Helens)

- 12.1 This strategic employment allocation in the emerging St Helens Local Plan will impact on key infrastructure within Warrington, including the local and strategic highway network. It is therefore essential that Warrington and St Helens, in liaison with National Highways, Wigan Council and the GMCA (as TfGM) continue to actively work together in order to ensure that these impacts are appropriately mitigated.
- 12.2 The agreed position with St Helens, National Highways and Wigan is set out in the Statement of Common Ground (SP10) Strategic Matter 12.

Bold Forest Garden Suburb (St Helens)

- 12.3 This strategic housing allocation in the emerging St Helens Local Plan has the potential to impact on infrastructure including Junction 8 of the M62.
- 12.4 Warrington is particularly concerned about the potential impact on residents in Burtonwood, and as such, has now removed the Burtonwood residential allocation from the UPSVLP (2021).

- 12.5 As such it is important that St Helens works with Warrington and National Highways to consider cross boundary infrastructure requirements or other issues relating to the development of this site.
- 12.6 The agreed position with St Helens and National Highways is set out in the Statement of Common Ground (SP10) Strategic Matter 13.

Other matters

13. Taking each of the following in turn, what cross boundary issues are there and how have they been addressed through co-operation?

a) Green Belt alteration (within Warrington and elsewhere)

- 13.1 Warrington informed neighbouring authorities of the intention to undertake a Green Belt Assessment in regular Duty to Co-operate meetings and also consulted with them regarding the methodology. All adjacent Local Authorities consulted have advised that they consider Warrington's Green Belt methodology to be an appropriate basis to undertake the Green Belt review.
- 13.2 The one exception to this was Halton Borough Council who expressed a number of areas of concern with the methodology in their response to the Preferred Development Option Regulation 18 consultation. Warrington took these representations into account in finalising its Green Belt assessment and in preparing the UPSVLP (2021).
- 13.3 The agreed position with regard to neighbouring authorities is set out in the Statement of Common Ground (SP10) Strategic Matter 5. The agreed position with Halton in respect of maintaining the integrity of the Green Belt between Warrington and Runcorn and between Warrington and Widnes is set out under Strategic Matter 6.

b) Transport infrastructure and mitigation

Highways

- 13.4 National Highways raised concerns regarding the detail of available transport evidence supporting earlier Local Plan consultations, although they noted that the Plan was in its early stages. Since then, work to develop Warrington's Multi Modal Transport Model has been completed and Warrington is continuing to work positively with National Highways on key allocations in the draft Local Plan, particularly Fiddlers Ferry, the South East Warrington Urban Extension and the South East Warrington Employment Area.
- 13.5 Together with National Highways' own modelling work, this work has identified key mitigation requirements which have been reflected in the draft Local Plan policy wording and in the improvements to the Strategic Road Network identified in the

Council's Infrastructure Delivery Plan. Warrington will continue to work constructively with National Highways as the Plan's development proposals are worked up in more detail, to ensure that there is a full understanding of the impact of proposed development (both cumulative and individual) and to agree the detail of the required mitigation measures, ensuring that these measures are both feasible and deliverable.

- 13.6 The agreed position with National Highways is set out in the Statement of Common Ground (SP11) Strategic Matter 14.

HS2 / Northern Powerhouse Rail

- 13.7 The council continues to lobby strongly for an upgrade of the West Coast Main Line as an alternative to the HS2 route through the east of the borough and dialogue continues with HS2 and Department for Transport on these matters.
- 13.8 Government published the Integrated Rail Plan in November 2021. This identifies a core pipeline for Northern Powerhouse Rail that includes: 40 miles of new build high speed line between Warrington Manchester and Yorkshire; Reinstatement of Warrington Bank Quay low level station, allowing passengers to interchange with West Coast Main Line services; Upgrading and electrifying the Fiddlers Ferry line between Warrington and Liverpool.
- 13.9 The council's preferred outcome is for a hub station located at an enhanced Warrington Bank Quay station serving both NPR and HS2 services.

The Wales and West Strategic Rail Prospectus:

- 13.10 The Wales and West Strategic Rail Prospectus outlines a vision for rail investment across the North West and North Wales that builds on work by the Constellation Partnership and Growth Track 360. The vision was created by public and private sector leads from Cheshire West and Chester, North Wales, Warrington and Cheshire East, with the backing of Liverpool City Region and Manchester City Region. The ambitions in the prospectus, to provide additional rail capacity and improve connectivity, are also identified in the LEP Transport Strategy.

Rail Services Studies

- 13.11 Warrington has been working with partners including Transport for Greater Manchester and the Liverpool City Region Combined Authority on studies to identify improvements to services on existing rail infrastructure. The recommendations of this work are intended to inform future Transport for the North or Department for Transport investment decisions. An area of this work that has now been completed considers the Cheshire Lines Committee line that connects Liverpool and Manchester via Sankey for Penketh, Warrington West (new station opened 2019), Warrington Central, Padgate, Birchwood, and Glazebrook stations. This is currently a very busy line suffering regular delays and overcrowding and is expected to become

more so with growth proposed in both Warrington and Greater Manchester. The study proposes a stopping pattern that would retain semi fast services to Liverpool, Manchester and beyond and provide a metro-like service across the Borough, increasing overall capacity and improving reliability on the line. The findings of this work have been incorporated into Network Rail Continuous Strategic Modular Planning process for the line, and work to identify infrastructure improvements is now being led by Network Rail.

- 13.12 A similar study has been undertaken to identify service improvements on the Chat Moss and West Coast Main Lines.

Cheshire and Warrington LEP:

- 13.13 The Cheshire and Warrington LEP has published a detailed and positive Transport Strategy which sets out the priority transport investments at a local and strategic level required to support the needs of a £50 billion a year economy. This includes improvements and additions to the road and rail network and better, more coordinated public transport services within the LEP area. Warrington will continue to work with Cheshire East and Cheshire West and Chester Councils to support the improvement of transport connectivity in order to support the LEP's growth aims.

c) Other infrastructure needs

- 13.14 The Council and Warrington and Halton Teaching Hospitals NHS Foundation Trust have identified a requirement for a new hospital for Warrington, either through the redevelopment of the existing hospital site or on a new site. If a new site is the Trust's preference then the Council will seek to allocate a suitable site through a future review of the Plan. The Trust are supportive of this policy approach as set out in their representation to the UPSVLP (2021).

d) Ecological/biodiversity issues and e) Green infrastructure

Great Manchester Nature Improvement Area (NIA)

- 13.15 A section of the NIA stretches from Warrington into Salford. Given the cross boundary nature of the designation, there is a requirement for co-operative working between Warrington, the Greater Manchester Combined Authority, Salford City Council, Trafford Borough Council and Wigan Borough Council in order to preserve and enhance this ecological network.
- 13.16 All relevant authorities are continuing to work with Natural England to address 'in combination effects' on air quality from the UPSVLP (2021) and the Greater Manchester 'Places for Everyone Plan' for the Manchester Mosses Special Area of Conservation (SAC), within the Great Manchester NIA.
- 13.17 In particular, at this stage the respective HRAs have not finalised their assessment of the impact on Holcroft Moss within the SAC or confirmed any mitigation measures if

they are required. The respective HRAs are therefore incomplete at this stage and will be required to be updated in agreement with Natural England prior to the conclusion of the Examination.

- 13.18 Natural England submitted representations to the Updated Proposed Submission Version Local Plan 2021 raising a number of issues with the Plan's Habitats Regulations Assessment. This included the need for additional information and clarification on a number of areas of the assessment. Through Duty to Cooperate discussions, Warrington and Natural England have resolved these issues in principle, but this will require an update of the HRA prior to the conclusion of the Examination.
- 13.19 The agreed position with regard to the additional work required by Warrington and the Manchester authorities to address Natural England's concerns with regard to Holcroft Moss is set out in the Statement of Common Ground (SP10) Strategic Matter 16. The agreed position with Natural England regarding other elements of the Warrington HRA is set out in Strategic Matter 17. This issue is dealt with in more detail in the Council's Matters Statement 1 – questions 11 to 14.

Cheshire Local Nature Partnership

- 13.20 Warrington along with the LEP, Cheshire East, Cheshire West and Chester, Halton and Wirral Councils are part of the Cheshire Local Nature Partnership which along with other partners, seeks to create a vision and plan of action of how the natural environment can be taken into account in decision making. The Local Nature Partnership will oversee the preparation of the Cheshire Nature Recovery Strategy.
- 13.21 Warrington's agreement to working with the Cheshire Local Nature Partnership is set out in the Statement of Common Ground (SP10) Strategic Matter 18.

Mersey Forest Partnership

- 13.22 Warrington along with Halton, Knowsley, Liverpool, Sefton and St. Helens, Cheshire West and Chester Councils are part of the Mersey Forest Partnership among other various organisations, community groups and businesses. The partnership continues to deliver an ambitious strategy benefitting the economy and businesses, natural environment, health and wellbeing and the local community of Merseyside and north Cheshire.

f) Gypsy and Traveller needs

- 13.23 The Cheshire Partnership comprises Cheshire East, Cheshire West and Chester, Warrington and Halton Councils who work in partnership on Gypsy and Traveller issues. The group prepared the 2018 Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (CGT&TSAA) (GT1) to replace the 2014 version.

13.24 The revised CGT&TSAA provides an evidence base to enable each local authority to comply with their requirements towards Gypsies, Travellers and Travelling Showpeople under the Housing Act 2004, the National Planning Policy Framework 2021 and Planning Policy for Traveller Sites 2015.

13.25 There is an agreement from all the Authorities in the Cheshire Partnership that they will meet their own need identified by Borough in the CGT&TSAA. This agreed position is set out in the Statement of Common Ground (SP10) Strategic Matter 21.

g) Minerals

13.26 Warrington participates in the North West Aggregates Working Party and subscribes to the national Managed Aggregate Supply System through market monitoring and production of an annual Local Aggregates Assessment (LAA), in line with the requirements of the NPPF.

13.27 Matters relating to mineral reserves and land banks are monitored and reported annually at this sub-regional level through the LAA. The Association of Greater Manchester Authorities (AGMA), the Merseyside authorities, including Halton (working through Merseyside Environmental Advisory Service (MEAS)), and the unitary authority of Warrington (known as the 'subregion') are continuing to work together and have produced a combined LAA on an annual basis since 2013.

13.28 Duty to Cooperate discussions with the neighbouring Cheshire MPAs of Cheshire East and Cheshire West & Chester have raised concerns about the ability of Warrington (and its wider LAA sub-region) to meet its own 7 year aggregate sand and gravel land bank requirements and the potential knock-on implications for these Cheshire MPAs.

13.29 Warrington will continue to work with the neighbouring authorities of Cheshire East and Cheshire West & Chester to ensure that Warrington's unmet needs, as part of the aggregate shortage in the wider AGMA/Merseyside sub region do not place an additional burden on the two authorities and the wider Cheshire sub-region.

13.31 The agreed position with regard to neighbouring authorities participating in the NW Aggregates Working Party is set out in in the Statement of Common Ground (SP10) Strategic Matter 20. The agreed position with Cheshire East and Cheshire West & Chester is set out in Strategic Matter 20.

h) Waste

13.31 Warrington participates in the North West Waste Network, which is a body of technical expertise that advises on implications of waste planning policy and guidance and monitors and keeps up-to-date a schedule of existing (and future) significant waste management facilities for the wider region.

- 13.32 Warrington commissioned a Waste Needs Assessment as part of the Local Plan review which was published in 2017. The assessment forecasts the amount of waste arisings likely to occur through the Local Plan period up to 2037. Whilst it identifies a need for some additional capacity for a range of waste streams these requirements are based on the higher housing and employment projections in the PSVLP (2019). The need for additional capacity will be kept under review in future reviews of the Plan.
- 13.33 The Council consulted with all the authorities where Warrington were identified as having waste movements between at the Preferred Development Option stage of the Local Plan. No strategic issues were raised that need to be included in the Statement of Common Ground. Where waste cannot be treated or disposed of within the Borough and there is a need for it to be exported, the Council will continue to liaise with other authorities under the Duty to Co-operate to ensure that this waste is accounted for elsewhere.

Overall

- 14. In overall terms has the Council engaged constructively, actively and on an ongoing basis in maximising the effectiveness of the preparation of the Local Plan?**
- 14.1 Yes as evidenced above.