

Warrington Local Plan

Appendix to Inspectors' report: Schedule of Main Modifications

The Main Modifications are set out below in the form of ~~strike through~~ for deletions and **underlining in bold** for additions of text, or by specifying the modification in words.

Main modifications to Figures/diagrams within the Local Plan are provided in Appendix 1 to this schedule.

The main modification to the Housing Trajectory is provided in Appendix 2 to this schedule.

Modification Reference Number	UPSVP Policy or Paragraph Number	Change (deleted text in strike through; new text <u>underlined and bold</u>)
MM 001	Para 1.1.1	1.1.1 Warrington's Local Plan provides the statutory planning framework for the entire Borough for the period 2021/ 21 <u>22</u> to 2038/ 38 <u>39</u> . NB all other references in the Plan to the Plan Period will be amended as above.
	Introduction 1.2.12	1.2.12 The amount of land proposed to be removed from the Green Belt is 580 <u>390</u> hectares, equating to 5% <u>3.4%</u> of the total amount of Green Belt land in the borough. This is significantly lower than the 1,210 hectares proposed to be removed from the Green Belt in the previous Proposed Submission Version Local Plan which equated to 11% of the total amount of Green Belt in the borough.

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)
MM 002	<p data-bbox="488 277 763 384">Vision and Spatial Strategy Para 3.2.3</p> <p data-bbox="488 826 595 858">Figure 3</p> <p data-bbox="488 979 622 1011">Para 3.3.5</p>	<p data-bbox="792 357 860 389">3.2.3</p> <p data-bbox="792 395 2033 507">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:</p> <ul data-bbox="837 555 1989 772" style="list-style-type: none"> • delivering a minimum of 14,688 new homes (equating to 816 per year) between 2021/<u>22</u> and 2038/<u>39</u>, and • supporting Warrington’s ongoing economic success by ensuring provision is made to meet the need for <u>168</u> 316.26 hectares of employment land between 2021/<u>22</u> and 2038/<u>39</u>. <p data-bbox="792 820 2018 932">Fig. 3 Amend the Local Plan Key Diagram to reflect the removal of the South East Warrington Employment Area, the reduction of the Fiddlers Ferry allocation and the change in status of the Peel Hall site to a commitment (See Appendix 1 for revised diagram).</p> <p data-bbox="792 979 2033 1283">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, <u>and</u> the Inner area of Warrington and opening up the Waterfront as a new urban quarter facilitated by the new Western Link. <u>Opening up the Waterfront as a new urban quarter also remains a key element of the spatial strategy, but given current uncertainties around funding of the Western Link, the delivery of the Waterfront cannot be relied upon during the plan period.</u></p>

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	<p>Para 3.3.7</p> <p>Para 3.3.8</p> <p>Para 3.3.19</p> <p>Para 3.3.21</p>	<p>3.3.7 The existing urban area can accommodate around 11,800 <u>10,900</u> new homes <u>in the Plan Period</u>. This means there is the requirement to release Green Belt land for around 4,500 <u>4,400</u> homes in order for the Council to meet its housing requirement. The detailed land requirement calculation is set out in Policy DEV1.</p> <p>3.3.8 The Council has considered a range of options for the distribution of homes requiring Green Belt release. The chosen spatial strategy is for:</p> <ul style="list-style-type: none"> • an urban extension to the south east of the main urban area, which will deliver around 2,400 homes in the Plan period up to 2038/<u>39</u>, with a potential for a further 1,800 homes beyond the Plan period; • development of Fiddlers Ferry opportunity site for 1,300 <u>860</u> homes in the Plan period up to 2038/<u>39</u>, with a potential for a further 450 homes beyond the Plan period; • development at Thelwall Heys of around 310 homes; and • ‘incremental growth’ across the outlying settlements of around 800 homes. <p><u>Spatial Strategy for meeting our Employment Land needs</u></p> <p>3.3.19 The Council has updated its Economic Development Needs Assessment (EDNA 2021), which has identified a total need of 316.26 <u>168</u> hectares of employment land up to 2038/<u>39</u>.</p> <p>3.3.21 The Council has agreed in principle with St Helens Council that a 31.22 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. Comparing future need against existing supply and the proposed Omega west extension leaves a shortfall of 246.17 <u>97.94</u> hectares. to be met through the updated draft Local Plan (2021).</p>

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	Para 3.3.23	<p>3.3.23 The main employment sites have <u>has</u> been allocated at:</p> <ul style="list-style-type: none"> • Fiddlers Ferry Power Station (101.0 ha Gross) – Redevelopment of the former brownfield Power Station site to the west of the borough, to provide for a mix of industrial and distribution uses. • South East Warrington Employment Area (136.92 ha Gross) – this is located at the junction of the M6 and M56 and will meet a large proportion of the Borough’s identified B8 requirement.
	Para 3.3.24	<p>3.3.24 The proposed sites at Fiddlers Ferry and South East Warrington provides a total of <u>101.0</u> 237.92 ha, which is marginally <u>above</u> below the required need by around <u>3</u> 8 ha. The Council considers that there is a strong likelihood the balance of employment land need will be met from windfall sites in locations such as Appleton Thorn, Warrington Town Centre and the wider urban area, meeting ongoing needs during, and after the Plan period.</p>
	Para 3.3.25	Delete paragraph 3.3.25
	Para 3.3.26	<p>3.3.26 Given these constraints, the Council is not proposing to make any further allocations to come forward later in the Plan Period or to provide safeguarded sites. The Council is however committed to undertaking a review into Warrington’s employment land needs before the end of the Plan period to ensure the long term supply of employment land. At this stage, it is likely that key infrastructure improvements, including the Western Link and motorway junction improvements, will have been delivered and the impacts of any further required employment allocations can be fully appraised.</p>

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	<p data-bbox="483 274 779 319">Para 3.3.30</p> <p data-bbox="483 702 779 746">Para 3.3.31</p> <p data-bbox="483 1021 779 1066">Para 3.4.7</p>	<p data-bbox="788 274 2045 686">3.3.30 The Western Link is the largest transport infrastructure scheme and is fundamental to the delivery of the spatial strategy of the Local Plan. 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. It will directly enable the development of the Waterfront area and through reducing traffic levels on the existing road network, it will facilitate a greater level of development within the Town Centre and across Inner Warrington. <u>However, given current uncertainties around funding, its delivery during the plan period cannot be relied on. Nonetheless, the Council is confident that funding for the Western Link will be secured and that will be taken into account in any review of the Plan.</u></p> <p data-bbox="788 702 2045 893">3.3.31 A key priority for the Local Plan is to ensure the phasing of development is related to the delivery of infrastructure. In particular, the large allocation sites, including the Waterfront, Peel Hall, the South East Warrington Urban Extension and Fiddlers Ferry Opportunity site, require extensive new infrastructure and improvements to existing infrastructure to support new development.</p> <p data-bbox="788 973 2045 1370"> <u>Warrington’s Exceptional Circumstances</u> 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 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 land. </p>

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	Para 3.4.10	<p>3.4.10 Exceptional Circumstances can also be demonstrated for each area of Green Belt release:</p> <ul style="list-style-type: none"> • The South East Warrington Urban Extension will ensure that a major proportion of Warrington’s need for housing can be met sustainably through comprehensive planning and infrastructure delivery. The scale of the urban extension will also provide capacity for growth well beyond the Plan period, ensuring the permanence of the revised Green Belt boundaries. • The exceptional circumstances for the removal of Green Belt land as part of the Fiddlers Ferry Opportunity Site relate to enabling the redevelopment of the largest brownfield site in the Borough, whilst providing a new sustainable residential community and a major ecological and recreational resource. • Land at Thelwall Heys will provide much needed homes in a sustainable location early in the Plan period and without having a material impact on the functioning of Warrington’s Green Belt in this area. • Green Belt release in the outlying Settlements will increase housing choice and support the vitality and viability of local services. • The South East Warrington Employment Area will make a significant and sustainable contribution towards meeting Warrington’s current and long term employment development needs.
MM 003	DEV1 Part 1	<p>1. Over the 18 year plan period from 2021/<u>22</u> to 2038/<u>39</u>, a minimum of 14,688 new homes will be delivered to meet Warrington’s housing needs. This equates to an average of 816 homes per annum.</p>

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	Part 2	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 11,785 <u>10,887</u> new homes.
	Part 3b	3b. Land at Fiddlers Ferry – minimum of 1,760 <u>860</u> homes of which 1,310 will be delivered in the plan period as part of a wider mixed use development.
	Part 5c	5c. At least 30dph on <u>all</u> other sites that are within an existing urban area <u>across the Borough.</u>
	Part 6	6. Densities of less than <u>those specified in part 5 above 30dph</u> will only be appropriate where they are necessary to achieve a clear planning objective, such as avoiding harm to the character or appearance of an area.
	Para 4.1.10 to 4.1.14	Delete paragraphs 4.1.10 to 4.1.14, including Table 1.
	New para 4.1.23a	<u>4.1.23 Land at Peel Hall was allocated in the Updated Proposed Submission Version Local Plan but has subsequently received outline planning consent. Development at Peel Hall will make an important contribution to the overall Spatial Strategy of the Local Plan and the supply of housing. Subsequent applications for reserved matters will be considered in the context of the outline consent and the conditions attached to it along with a range of relevant Local Plan policies. The site is now shown as a commitment on the Policies Map.</u>
	Para 4.1.23	4.1.23 To ensure that land is used efficiently, Policy DEV1 encourages the use of high densities in appropriate locations, for example on sites that are close to town or district centres or to public transport facilities. <u>Sites that are considered to be well served by frequent</u>

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	Para 4.1.24 to 4.1.33	<p><u>bus or train services are those within 200m of a bus stop which has at least 3 bus services per hour or are within 1,200m of Warrington Central, Bank Quay or Birchwood railway stations.</u> Densities of less than 30 dwellings per hectare (dph) are discouraged except where there is a legitimate planning reason for them, for example to ensure that development integrates successfully with the prevailing built form of the area or to protect the historic environment. The density of development on the allocation sites should be at or above the minimum figures specified in the allocation policies.</p> <p>Delete paragraphs 4.1.24 to 4.1.33, including Table 2 and replace with:</p> <p><u>4.1.24 Housing needs beyond 2038/39 are not yet known, however the Local Plan will be reviewed before this time and delivery of housing beyond 2038/39 is expected to continue. This will include development within the South East Warrington Urban Extension, with a further 1,800 homes, the Waterfront, with around 1,300 homes depending on whether development is able to commence within the Plan Period, and from additional urban capacity and brownfield sites.</u></p>
MM 004	DEV2 Part 1 Part 11 (Housing Type and Tenure)	<p>1. In residential development of 10 dwellings or more <u>or where the site has an area of 0.5 hectares or more,</u> or with a gross floor area greater than 1,000sqm, affordable housing will be required on the following basis:</p> <p>Amended to become Part 12 (previously two Part 11s).</p> <p><u>12.</u> Residential development should provide a mix of different housing sizes and types and should be informed by the Borough-wide housing mix monitoring target <u>as set out in the table below;</u> the sub-area assessment contained in the Council’s most up to date Local Housing Needs Assessment; and any local target set by a Neighbourhood Plan, taking into account site specific considerations.</p>

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	Part 16	16. The Council will seek that 10% of new housing meets Building Regulation requirement M4(3)' Wheelchair user dwellings' i.e. designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users on sites <u>over 0.5 of a hectare or of 10 dwellings or more.</u>
	Part 17	17. In cases where the above requirements are genuinely not viable or technically feasible, the Council will expect to see an open book assessment to evidence <u>of</u> this before any lower level of provision is permitted.
	Part 18	18. In residential development of 10 dwellings or more housing for older people should be provided.
	Part 21a	a. retain a suitable mix of housing types to meet needs in the area;
	Para 4.1.53	4.1.53 The LHNA <u>(2021)</u> 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:
	Para 4.1.55	4.1.55 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, taking in account the sub-borough analysis which is contained in the Council's most up to date Local Housing Needs Assessment. <u>In the case of small sites, again these will be considered on a site by site basis and may contribute to some of the needs identified rather than all of them. Evidence underpinning this requirement will be kept under review with the most up-to-date evidence applied to decision making.</u> The Council is also aware that Neighbourhood Planning Groups may prepare their own local housing needs assessments to inform the local policies in Neighbourhood Plans.

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	4.1.56	4.1.56 To help ensure that new dwellings are appropriately sized and arranged to create well designed, the Council is adopting the Nationally Described Space Standards. The Council has recently published its Town Centre SPD which sets out standards in relation to dwelling size, design and layout which are in accordance with the National Space Standards. <u>Standards for outdoor amenity space will be set out in the updated Design Guide SPD which the Council anticipates will be adopted in 2024.</u>
MM 005	DEV4 Part 1 Part 4 Part 8 Part 11	<ol style="list-style-type: none"> 1. Over the 18 year Plan period from 2021/22 to 2038/39 provision will be made to meet the need for 316.26 168 hectares of employment land to support both local and wider strategic employment needs. 4. The following sites will be allocated as a new Employment Areas in order to provide sufficient land to meet Warrington’s Employment Land Requirements: <ol style="list-style-type: none"> a. South East Warrington Employment Area – 136.92 hectares b. Fiddlers Ferry Power Station – 101.0 hectares 8. Proposals for E class (office) development <u>outside of existing employment Office areas as set out in Part 3 of Policy DEV4</u> 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. 11. Subject to assessment of local transport impacts, major warehousing and distribution developments will be primarily directed towards preferred locations at:

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	<p>New Part 17</p> <p>Figure 4</p> <p>Para 4.2.13</p>	<p>a. Appleton & Stretton Trading Estates b. Omega c. Woolston Grange d. South East Warrington Employment Area e. Fiddlers Ferry Power Station</p> <p><u>Supporting Colleges and Higher Education</u></p> <p><u>17. The Council and its partners will support the operational needs of and the expansion of the Borough's Colleges and Higher Education establishments.</u></p> <p>Fig. 4 Amend the “Existing and Proposed Employment Sites” diagram, to remove the South East Warrington Employment Area (See Appendix 1 for revised diagram).</p> <p>4.2.13 In determining the amount of employment land needed for the Plan period, the Economic Development Needs Assessment (2021) 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 316.26 hectares of employment land up to 2038.</p> <p><u>4.2.13 In determining the amount of employment land needed for the Plan period, a wide range of data was assessed. It is important to broadly align the total jobs growth predicted in the Borough with the increased labour supply that would result from the planned level of new housing. A requirement of 168ha would achieve this and provide for some flexibility. This figure includes a three year buffer and an allowance for business displacement. It would be significantly above requirements based on labour demand modelling, even those that take an optimistic view of jobs growth. The proposed Local Plan provision is heavily focussed on Class B8 uses. A requirement of 168ha would be above the range calculated to provide for</u></p>

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	<p data-bbox="486 555 640 584">Para 4.2.14</p> <p data-bbox="486 671 584 700">Table 6</p> <p data-bbox="486 994 640 1023">Para 4.2.18</p>	<p data-bbox="790 280 1989 435"><u>a continuation of recent trends in jobs growth in Class B8 uses. The estimated jobs growth that would be provided for in this sector by this reduced requirement would be broadly comparable with recent past trends. The reduced requirement would also be broadly comparable to the longer term trend in Class B8 take up.</u></p> <p data-bbox="790 539 1977 608">- 4.2.14 Confirmation of how the Council is proposing to meet this need is summarised in the Table below:</p> <p data-bbox="790 655 1240 684">Table 6 – Employment Land Needs</p> <table border="1" data-bbox="790 691 2033 935"> <tbody> <tr> <td data-bbox="801 699 1413 727">Total Requirement</td> <td data-bbox="1413 699 2033 727"><u>316.26 ha 168 ha</u></td> </tr> <tr> <td data-bbox="801 727 1413 772">Existing Supply</td> <td data-bbox="1413 727 2033 772">38.86 ha</td> </tr> <tr> <td data-bbox="801 772 1413 817">St Helens Omega Extension</td> <td data-bbox="1413 772 2033 817"><u>31.80 31.2 ha</u></td> </tr> <tr> <td data-bbox="801 817 1413 855">Fiddlers Ferry Brownfield Site</td> <td data-bbox="1413 817 2033 855">101.0 ha</td> </tr> <tr> <td data-bbox="801 855 1413 893">South East Warrington Employment Area</td> <td data-bbox="1413 855 2033 893">136.92 ha</td> </tr> <tr> <td data-bbox="801 893 1413 932">Total Supply</td> <td data-bbox="1413 893 2033 932">308.58 ha <u>171.06 ha</u></td> </tr> </tbody> </table> <p data-bbox="790 1023 1984 1091">4.2.18 Following this process, the Council is proposing to allocate the following 2 additional Employment Areas (as identified in Figure 4):</p> <ul data-bbox="891 1139 2033 1326" style="list-style-type: none"> <li data-bbox="891 1139 2033 1208">• Fiddlers Ferry Power Station (101.0 ha gross) – Redevelopment of a former Brownfield Power Station site to provide for a mix of industrial and distribution uses. <li data-bbox="891 1219 2033 1326">• South East Warrington Employment Area (136.92ha ha gross) – this is located at the junction of the M6 and M56 and will meet a large proportion of the Borough’s identified B8 requirement. 	Total Requirement	<u>316.26 ha 168 ha</u>	Existing Supply	38.86 ha	St Helens Omega Extension	<u>31.80 31.2 ha</u>	Fiddlers Ferry Brownfield Site	101.0 ha	South East Warrington Employment Area	136.92 ha	Total Supply	308.58 ha <u>171.06 ha</u>
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	<p>Para 4.2.19</p> <p>Para 4.2.22</p> <p>Para 4.2.26</p>	<p>4.2.19 The proposed sites site at Fiddlers Ferry and South East Warrington provide a total of approximately 237.92 ha, <u>the existing supply and the St Helens Omega extension, provide a total of approximately 171.06 ha of employment land which is marginally below above</u> the required need by around & 3 <u>3</u> ha.</p> <p>4.2.22 The Council has considered a number of other options for employment land allocations, but at present these have a range of significant constraints. Given these constraints, the Council is not proposing to make any further allocations to come forward later in the Plan Period or to provide safeguarded sites. The Council is however committed to undertaking a review into Warrington's employment land needs before the end of the Plan period to ensure the long term supply of employment land. At this stage, it is likely that key infrastructure improvements, including the Western Link and motorway junction improvements, will have been delivered and the impacts of any further required employment allocations can be fully appraised.</p> <p><u>4.2.26 The Council has established links with local Colleges and Higher Education establishments within the Borough and seeks to connect local businesses with these institutions to maximise future job and training opportunities.</u></p>
MM 006	DEV5 New Para 4.3.6	<p><u>4.3.6 Warrington Town Centre is the principal retail and service destination in the Borough. The Town Centre serves the whole of the Borough and surrounding area, provides the main hub of retail and service uses in the Borough and is clearly the highest order centre in the administrative area. Warrington Town Centre is supported by the three District Centres of Birchwood, Stockton Heath and Westbrook. Although each of the District Centres has its own characteristics, each centre performs an important role in serving the day to day needs of their location catchment. It is considered that the District Centres are well distributed in order to serve the needs of the Borough's</u></p>

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	Part 1	<p><u>population. The Town and District Centres are supported by a network of Neighbourhood Centres and Local Centres. Neighbourhood centres are smaller than District Centres but still contain a variety of uses to meet the day to day retail and leisure needs of the neighbourhoods they service. Local centres are the smallest in the hierarchy and are often based around a small parade of shops.</u></p>
	Part 5	<p>1. Amend 'Bruche Health Gardens' under list of Local Centres.</p> <p>5. Where retail or leisure uses are proposed outside of a defined centre, the applicant will be required to:</p> <p><u>a. demonstrate that no suitable sites are available within the centre or in edge of centre locations through applying a sequential approach;</u></p> <p><u>b. demonstrate that there are no significant adverse impacts on existing centres; and</u></p> <p><u>c. where development is over 500 square metres gross, provide justification in the form of an impact assessment proportionate to the scale of the proposal.</u></p>
	Part 6	<p>6. Where there are no suitable, available or viable sites within a defined centre, the proposal must demonstrate that there are no significant adverse impacts on that centre(s).</p>
	Part 7	<p>7. Proposals 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.</p>
	Part 8a	<p><u>a. plan positively for the provision and use of shared spaces, community facilities and other local services within defined centres and</u> 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;</p>

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MM 007	GB1 Part 3	<p>3. The following land has been removed from the Green Belt and the amended Green Belt boundaries are shown in Figure 6:</p> <ul style="list-style-type: none"> a. South East Warrington Urban Extension b. South East Warrington Employment Area c. Land to the east and south of Fiddlers Ferry Power Station d. Thelwall Heys e. Land at Warrington Waterfront f. Land at Croft g. Land at Culcheth h. Land at Hollins Green i. Land at Lymm j. Land at Winwick
	Figure 6	Fig 6. Amend the “Amended Green Belt Boundaries” diagram to reflect deletion of South East Warrington Employment Area allocation and reduction of Fiddlers Ferry Power Station allocation (See Appendix 1 for revised diagram).
	Para 5.1.5	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.
	Para 5.1.9	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 housing and employment development needs.

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	Para 5.1.19	5.1.19 The Council recognises that there are uncertainties over Warrington’s longer term employment land supply, beyond the end of the Plan Period. As such, the Council is committed to undertaking a review into Warrington’s employment land needs before the end of the Plan period to ensure the long term supply of employment land. At this stage, it is likely that key infrastructure improvements, including the Western Link and motorway junction improvements, will have been delivered and the impacts of any further required employment allocations can be fully appraised.
MM 008	<p>INF4 Part 4</p> <p>Para 7.4.9</p>	<p>4. If a new site is the NHS Trust’s preferred option, the Council will seek to allocate a site for a new hospital in a future review of the Local Plan. <u>this could be accommodated within the policy framework of this Local Plan or alternatively through a site allocation made in a future review of the Local Plan.</u> 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.</p> <p>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. <u>Policy INF4 makes provision for a new hospital site to be identified within the policy framework of this Local Plan or, alternatively, allows for a site to be identified through a future review of the Plan.</u></p>

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MM 009	<p data-bbox="488 280 568 347">INF5 Part 5</p> <p data-bbox="488 395 568 430">Part 6</p> <p data-bbox="488 1102 622 1137">Para 7.5.9</p>	<p data-bbox="790 320 1693 355">5. Addition to list of examples within Part 5: <u>Emergency Services</u></p> <p data-bbox="790 395 2045 547">6. The Council will only consider the viability of development proposals at the planning applications stage where: <u>it can clearly be demonstrated, through a robust site-specific Financial Viability Assessment, that development would not be financially viable if full planning obligations were sought.</u></p> <p data-bbox="884 595 2033 863"> 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; or c. where it can be clearly demonstrated, through a robust site-specific Financial Viability Assessment, that development would not be financially viable if full planning obligations were sought. </p> <p data-bbox="884 906 1995 1058">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.</p> <p data-bbox="884 1102 2033 1254">Delete Paragraph 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.</p>

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MM 010	INF6 Part 1	1. Development <u>within the safeguarding zone as shown on the Policies Map</u> that would adversely affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.
MM 011	DC1 Part 8 Part 9.	Delete part 8 of Policy. 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.
MM 012	DC2 Part 2 Part 4	2. Particular consideration will be given to ensure that the significance of those elements of the historic environment, <u>including both designated and non-designated heritage assets</u> , which contribute most to the Borough's distinctive identity and sense of place are not harmed <u>conserved and where appropriate enhanced</u> . These include, but not exclusively: 4. Proposals affecting a designated heritage asset, or an archaeological site of national importance, should conserve those elements which contribute to its significance. <u>Development proposals that would lead to substantial harm to (or total loss of significance of) a designated heritage asset (including an archaeological site of national importance) will be refused permission unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or total loss, or other circumstances as set out in the NPPF. Where a proposal would lead to less than substantial harm to the significance of a</u>

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	Part 5	<p><u>designated heritage asset, the harm will be weighed against the public benefits of the proposal and permission will only be granted where the benefits outweigh the harm.</u> 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.</p> <p><u>5.</u> 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).</p>
MM 013	DC3 Part 4	<p>4. The Council will work with partners to strengthen <u>restore, enhance</u> and expand the network of <u>core</u> ecological sites, <u>wildlife</u> corridors, and stepping stone habitats <u>and restoration areas in order</u> to:</p> <p>a. secure a <u>measurable</u> net gain in biodiversity <u>in accordance with national legislation and its supporting best practice guidance</u>;</p> <p>b. to expand tree cover in appropriate locations across the Borough;</p> <p>c. to improve landscape character, water and air quality;</p> <p>d. to help adapt to flood risk and mitigate the impacts of climate change;</p> <p>e. to contribute to the development of the Mersey Forest;</p> <p>f. to contribute to the <u>delivery of the Local Nature Recovery Strategy and the wider regional nature recovery network</u>;</p> <p>g. of wetland sites by <u>to enhancing the wetlands and other important irreplaceable and semi-natural habitats</u> across Warrington; and</p>

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	Part 5	<p>hg. to support the retention of underused farmland for habitat creation and management.</p> <p><u>Development Proposals affecting Green Infrastructure</u></p> <p>5. All development proposals should, as appropriate to their nature and scale:</p> <p>a. protect existing green infrastructure and the functions it performs, especially where this helps to mitigate the causes of and addresses the impacts of climate change <u>and contributes to natures recovery;</u></p> <p>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 <u>and contributes to natures recovery;</u></p> <p>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, <u>where these two functions do not adversely affect each other;</u></p>
	Part 6	<p>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 measures 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.</p>
	Figure XX	<p>Fig. XX Amend 'Key Green Infrastructure Links and Opportunities' diagram to more closely reflect the provisions of Policy DC3. The map has been amended to include all of the GI opportunities listed in Part 2 and Part 3 of Policy DC3 (See Appendix 1 for revised diagram).</p>

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	Para 8.3.14	8.3.14 The built up areas <u>of the borough</u> contain a variety of types of urban green spaces. In particularly 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”).
	Para 8.3.16	8.3.16 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 <u>compensation</u> measures should be in close proximity to the site so as to maintain the integrity of the network.
	Para 8.3.17	8.3.17 The NPPF indicates that Local Plans should seek to secure measurable net gains in biodiversity (Paragraph 179b). <u>This policy encourages opportunities to secure measurable net gains in biodiversity across the Plan area as a whole.</u> 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 <u>The latest</u> version of the <u>DEFRA</u> tool that was introduced in 2012 is currently out for consultation metric, together with a metric for assessing small sites, is due to be published in early 2023.
	Para 8.3.19	8.3.19The Council will continue to work with Natural England to identify a full ecological network; and <u>with the Local Nature Partnership to produce a Local Nature Recovery Strategy;</u> and give consideration for the need for the preparation of an SPD that will map out the ecological network and set out the Council’s considerations and

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	<p>New para 8.3.20</p> <p>New para 8.3.21</p>	<p>expectations when such sites are proposed for development or impacted by proposed development nearby..</p> <p><u>8.3.20 The NPPF indicates that when determining planning applications local planning authorities should apply the avoidance, mitigation, compensation hierarchy, as outlined in paragraph 180(a). This indicates that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.</u></p> <p><u>8.3.21 Securing net gains in biodiversity should follow the most up to date good practice guidance. This includes securing the best outcomes for biodiversity that demonstrably exceed existing obligations (i.e., do not deliver something that would occur anyway). The Council will set out the detail of how BNG measures will operate and it could be delivered in a future SPD.</u></p>
MM 014	<p>DC4 Figure 13</p> <p>Part 1</p>	<p>Fig. 13 Amend diagram to ensure that its title accurately reflects what is depicted and that all designated sites are included.</p> <p>Amend the title to read “Warrington’s Designated Green Infrastructure Assets Warrington’s Designated Sites of Nature Conservation and Geological Value”</p> <p>Amend the diagram to remove the PROW’s and to amend the Risley Moss SAC boundary to reflect the new boundary designation on MAGIC MAP (See Appendix 1 for revised diagram).</p> <p>1. The Council will work with partners to <u>protect, conserve, and</u> restore and enhance biodiversity, and secure a <u>substantial and</u> measurable net gain for biodiversity and</p>

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	Part 2	<p>enhance public access to nature 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 <u>and the Local Nature Recovery Strategy.</u></p> <p>2. <u>Designated</u> 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:</p> <ul style="list-style-type: none"> 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/Nature at Improvement Areas <p><u>Other elements that make up the Borough's ecological network and are recognised for their nature and geological value include:</u></p> <ul style="list-style-type: none"> <u>g. irreplaceable, protected and priority habitats</u> <u>h. ecological stepping stones and restoration areas, and</u> <u>i. other areas identified in the Borough's Local Nature Recovery Strategy</u> <p>The specific <u>designated</u> sites covered by the above designations at the time of publication are detailed in Appendix 4.</p>

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	Part 3	<p><u>Development affecting Sites of International Importance</u></p> <p>3. Habitats Directive <u>Conservation of Habitats and Species Regulations 2017 (as amended)</u>. 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;</p> <p>a. there is no alternative solution; and</p> <p>b. there are imperative reasons of over-riding public interest for the development or land use change and where <u>the biodiversity harm avoidance, mitigation and compensation hierarchy (set out in Part 8 of Policy DC4) has been followed</u>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.</p>
	Part 4	<p><u>Development affecting Sites of National Importance</u></p> <p>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 <u>biodiversity harm avoidance, mitigation and compensation hierarchy (set out in Part 8 of this Policy) has been followed</u>. loss can be mitigated through off-site habitat creation to achieve a measurable net gain in biodiversity/geodiversity assessed against the latest version of the DEFRA metric.</p>

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	Part 5	<p data-bbox="891 277 1697 309"><u>Development affecting Sites of Regional and Local Importance</u></p> <p data-bbox="792 319 2029 622">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 <u>biodiversity harm avoidance, mitigation and compensation hierarchy (set out in Part 8 of this Policy) has been followed.</u> loss can be mitigated through off-site habitat creation to achieve a measurable net gain in biodiversity/geodiversity assessed against the latest version of the DEFRA metric.</p>
	Part 6	<p data-bbox="891 676 1899 708"><u>Development affecting Protected and/or Priority Species and Priority Habitats</u></p> <p data-bbox="792 718 2029 1053">6. Proposals for development which may adversely affect the integrity or continuity of UK priority habitats, irreplaceable 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 <u>the biodiversity harm avoidance, mitigation and compensation hierarchy (set out in Part 8 of this Policy) has been followed.</u> mitigating measures can be provided which would reinstate the habitats or provide equally viable alternative refuge sites for the species affected.</p>
	Part 7	<p data-bbox="792 1101 2029 1369">7. All development proposals affecting protected sites, wildlife corridors, priority habitats, irreplaceable 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; <u>as outlined in Part 5 of Policy DC3. Proposals must also be supported by a Preliminary Ecological Appraisal or, where potential significant effects to important ecological features are identified, an Ecological Impact Assessment.</u></p>

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	New Part 8	<p>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;</p> <p>b. an assessment of whether the reasons for the development clearly outweigh the nature conservation value of the site, area or species; and</p> <p>c. proposals for compensating for features damaged or destroyed during the development process, including mitigation through habitat creation to achieve a measurable net gain in biodiversity/geodiversity assessed against the DEFRA metric.</p> <p>d. proposals for compensating for any negative impacts on species during the development process, including mitigation through off-site habitat creation.</p> <p><u>8. Where a loss of, or harm to biodiversity, an ecological network and/or green infrastructure functionality is considered to be unavoidable, development proposals must include mitigation or, as a last resort, compensation measures. Following the application of the mitigation hierarchy, a measurable net gain in biodiversity assessed against the latest version of the DEFRA Metric must be secured. All proposals for off-site compensatory net gain/green infrastructure must be deployed strategically and as closely as possible to the affected ecological/GI asset and following good practice guidance.</u></p>
	Part 9	<p>98. 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.</p> <p><u>Biodiversity and Geodiversity</u></p>

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	Para 8.4.9 New Para 8.4.17	8.4.9 Section 40 of the Natural Environment and Rural Communities Act 2006 ¹ 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 <u>and enhancing</u> biodiversity. Local planning authorities should take a pragmatic approach, with the aim of fulfilling statutory obligations in a way that minimises delays and burdens, whilst protecting the environment. <u>Footnote 1: As amended by paragraph 102 (Part 6) of the Environment Act 2021.</u> <u>8.4.17 Part 8 of Policy DC4 sets out the approach to avoidance, mitigation, and as a last resort, compensation. Compensation means compensatory provision and may include a financial contribution towards delivery of compensatory measures where appropriate. It is crucial to the priority of ‘biodiversity net gain’ that appropriate mitigation or, as a last resort, compensatory provision is made. It is important that the location of appropriate mitigation, replacement or other compensatory provision follows the sequential approach set out in the Policy. This seeks to target measures as closely as possible to the development site. In some instances, the immediate locality may include nearby sites outside the Borough.</u>
MM 015	DC6 Part 1 b. Part 1g.	1. Design and Layout b. Contribute positively to the public realm and avoiding unnecessary street clutter; g. Not result in unacceptable conditions for future users and occupiers of the development in accordance with Policy ENV8; and

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	Part 3c. Part 4b.	<p>3. Movement and Accessibility 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; <u>and</u></p> <p>4. Energy Efficiency b. Reduce energy and water use through appropriate design; <u>and</u></p>
MM 016	ENV5 Part 7	<p>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 <u>and peat deposits will be protected from harmful development.</u></p>
MM 017	ENV7 Part 4 Part 5	<p>4. Major development 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). or to reduce their carbon emissions by at least 10% when measured against the Building Regulation (Part L) requirements at the time that the application is submitted.</p> <p>5. In the strategic housing and employment allocations as defined in Polices MD1 to MD64 and OS1 to OS6 and identified on the Key Diagram/Polices Map development should 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 connectively in terms of site layout, heating design and site-wide infrastructure design; and</p>

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	Para 9.7.14	<p>b. ensure that at least 10% of their energy needs can be met from renewable and/or other low carbon energy source(s); or c. to reduce their carbon emissions by at least 10% when measured against the Building Regulation (Part L) requirements at the time that the application is submitted.</p> <p>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 schemes in all locations should be met from renewable and/or other low carbon energy source(s). However, major development also has the option reduce their carbon emission rates by at least 10% above the requirements of Part L of the Building Regulations at the time that an application is submitted. This is in recognition of the fact that many commercial/employment 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.</p>
MM 018	ENV8 Part 4	<p>4. The main allocations (Policies MD1 to MD4 MD6) and the smaller settlement allocations, which line the M62 corridor (Policies OS1, OS2 and OS6) <u>must make a proportionate contribution towards restoration measures at Holcroft Moss and devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles. In addition,</u> and all other new development that exceeds the thresholds for requiring a Transport Assessment, as specified in the Council’s Transport SPD, will be required to consider air quality impacts on the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past the Manchester Mosses SAC of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must <u>make a proportionate contribution towards restoration measures at Holcroft Moss and</u></p>

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	Para 9.8.6	<p>devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles.</p> <p>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. <u>Through the Habitats Regulation Assessment process the need for a Habitat Management Plan to ensure the delivery of long-term ecological resilience works involving hydrological restoration measures to benefit the Holcroft Moss, has been established. The Holcroft Moss Habitat Mitigation Plan will be produced by Warrington Borough Council in collaboration with all parties involved in the site restoration, including Natural England and GMCA.</u> For this reason, <u>the main allocations (Policies MD1 to MD4) and the smaller settlement allocations, which line the M62 corridor (Policies OS1, OS2 and OS6) must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan. In addition,</u> all proposals for development that would cause an increase in traffic levels that would exceed one or both of the thresholds in clause <u>Part 4</u> of Policy ENV8 must <u>also provide the same level of mitigation.</u> 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. <u>The Council will work with the other partners to ensure the delivery of the Holcroft Moss Habitat Management Plan by the end of 2023. Where a contribution is required towards restoration works at Holcroft Moss, the basis for defining the level of contribution will be confirmed through an update to the Council’s Planning Obligations SPD.</u></p>
MM 019	MD1 Para 10.1.1	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,

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	<p data-bbox="483 632 636 659">Para 10.1.2</p> <p data-bbox="483 791 636 818">Para 10.1.7</p> <p data-bbox="483 1262 636 1289">Para 10.1.8</p>	<p data-bbox="790 276 2018 576">taking advantage of its waterside setting. Development cannot come forward until the funding and the programme for the delivery of the Western Link have been confirmed. <u>Given current uncertainties around funding, the delivery of homes within the plan period cannot be relied on. Nonetheless, the Council is confident that funding for the Western Link will be secured at some point in the future and the Waterfront has the potential to make a significant contribution to future housing provision.</u> It will provide around 1,335 new homes of which 1,070 will be delivered in the Plan Period.</p> <p data-bbox="790 619 2018 730">10.1.2 <u>The Waterfront has the potential to provide around 1,335 homes.</u> The new residential community will be supported by a new primary school and a local centre comprising local shops, a new health facility and other community facilities.</p> <p data-bbox="790 791 2018 903">10.1.7 The final form of development will be determined through the preparation of a comprehensive Development Framework to include a more detailed masterplan for the allocation and a strategy to ensure the timely delivery of supporting infrastructure.</p> <p data-bbox="790 946 2018 1023"><u>Community infrastructure will be required early on to ensure new residents have access to essential local services.</u></p> <p data-bbox="790 1074 2018 1185">10.1.7 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 2027/28.</p> <p data-bbox="790 1262 2018 1374">10.1.8 The Waterfront will be delivered in two phases. The first phase will comprise the western part of the site and will be completed in full by the end of the Plan period in 2038. The second phase to the east will not be completed until beyond the plan</p>

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	Part 1	<p>period. Community infrastructure will be required early in the plan period to ensure new residents have access to essential local services.</p> <p>1. Warrington Waterfront will be allocated as a new urban quarter to deliver around 1,335 new homes of which 1,070 will be delivered in the plan period.</p>
	Part 4	<p>4. Prior to the commencement of any development <u>The Council will require the preparation of a Development Framework for the entire site including a delivery strategy and phasing plan in order to ensure comprehensive and coordinated development.</u></p>
	Part 5	<p>5. <u>The agreed Development Framework should reflect the requirements of this Policy, be subject to consultation with statutory consultees and the local community and be in place at the point at which first planning applications are determined. The Development Framework must conform to the requirements of this policy and be subject to consultation with statutory consultees and the local community.</u></p>
	Part 41	<p>41. The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4) <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u></p>
	Part 42.	<p>42. Development will be required to preserve and <u>or</u> enhance the historic environment, heritage assets and their setting.</p>
	New Para 10.1.15	<p><u>10.1.15 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council’s Planning Obligations SPD.</u></p>

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	<p>Para 10.1.16</p> <p>Para 10.1.17</p>	<p>10.1.15 The proposed residential areas within the allocation site do not currently have suitable vehicle access and some are also constrained by the River Mersey and the West Coast mainline. This means it is essential that development is coordinated with the delivery of the Western Link. <u>Given current uncertainties around the funding of the Western Link, the allocation cannot be relied upon to deliver homes within the plan period.</u></p> <p>10.1.167 The Council who are promoting the allocation are commitment <u>committed</u> to ensuring a comprehensive form of development and are supportive of the preparation of a Development Framework for the Waterfront.</p> <p>10.1.17 The Council is confident that the programme for the Western Link will enable the first homes in the urban extension to be completed in 2027/28. The first phase of the new urban quarter will be completed in full by the end of the Plan period in 2038 with the second phase commencing towards the end of the 6-10 year period but not being completed until beyond the plan period.</p>
MM 020	<p>MD2 Part 1</p> <p>Part 3</p>	<p>1. Land to the south east of Warrington, extending from Grappenhall Heys in the north, to the M56 in the south, as defined on the Proposals <u>Policies</u> Map, will be removed from the Green Belt and allocated as the South East Warrington Urban Extension.</p> <p>3. The Urban Extension will be supported by a wide range of infrastructure as follows:</p> <p>a. A range of housing tenures, types and sizes, including affordable homes, custom and self-build plots and supported and extra care housing.</p>

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		<p>b. Two 2 form entry primary schools, capable of expansion to 3 forms of entry</p> <p>c. A new secondary school to provide a minimum of 4 forms of entry.</p> <p>d. A new leisure facility incorporating health provision.</p> <p><u>e. Contribution to expansion of proposed Appleton Cross GP facility.</u></p> <p>e-f. Local shops and other community facilities of an appropriate scale.</p> <p>f-g. An extensive green infrastructure network.</p> <p>g-h. Playing pitches.</p> <p>h-i. A range of smaller areas of open space within the residential development to serve the new community.</p> <p>i-j. A Community Recycling Centre.</p> <p>j-k. A comprehensive package of transport improvements, for both on-site and off-site works.</p> <p>k-l. Compensatory green belt improvements and ecological mitigation and enhancement.</p> <p>l-m. Flood mitigation and drainage including exemplary sustainable drainage systems (SuDS).</p>
	Part 5	5. The Development Framework will be agreed with the Council in advance of planning applications being submitted. The Development Framework will be a material consideration in the determination of planning applications across the Urban Extension; planning permissions will only be granted where they are consistent with the Development Framework.
	Part 8	8. Any development adjacent to the allocation boundary must not undermine the integrity of the delivery of the South East Warrington Urban Extension.
	Part 16	16. The Urban Extension should also include local shops, a supermarket, and other appropriate local services and community facilities <u>in accordance with Policy DEV5.</u>

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strikethrough ; new text <u>underlined and bold</u>)
	Part 26	<p>Any proposal for retail development above 2,500 sq.m. will require a retail needs assessment and be subject to the sequential assessment set out in Policy DEV5.</p> <p>26. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required. <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> The improvements should be made in the immediate vicinity of the Urban Extension where possible. Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most <u>a more</u> appropriate location.</p>
	Part 27b	<p>b. Improved cycling and walking routes well related to the green infrastructure network; connecting the new and existing residential areas and the South East Warrington Employment Area.</p>
	Part 27c	<p>c. Providing public transport enhancements to connect the new community with the South East Warrington Employment Area; Stockton Heath; Warrington Town Centre and employment opportunities within the wider Warrington area.</p>
	Part 40	<p>40. Development within the Urban Extension will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4)- <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u></p>
	Para 10.2.25	

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)
	New Para 10.2.28	<p>10.2.25 The allocation Policy, together with the Council’s Infrastructure Delivery Plan, set out the key infrastructure requirements to support the South East Warrington Urban Extension <u>SEWUE</u>. <u>The IDP will be kept under review and any changes to the policy requirements will be confirmed through future reviews of the plan.</u></p> <p><u>10.2.28 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council’s Planning Obligations SPD.</u></p>
MM 021	<p>MD3 Para 10.3.3</p> <p>Para 10.3.5</p> <p>Para 10.3.6</p>	<p>10.3.3 Land at Fiddlers Ferry will deliver <u>a minimum of 860</u> around 1,800 homes, of which around 1,300 will be delivered in the plan period, and approximately 101 ha of employment land <u>in the plan period.</u></p> <p>10.3.5 To the east of the former power station is an area of land proposed to be removed from the Green Belt for a minimum of 860 homes. This will create the first phase of a new residential community and is also important in enabling the remediation of the former power station site itself.</p> <p>10.3.6 The land to the south of the railway line and canal comprises a number of large lagoons which were associated with the cooling operation of the power station and for storage <u>and extraction</u> of fly ash deposits. <u>The extraction of ash from the lagoons remains ongoing as part of the restoration of the land to the south of the railway line and canal.</u> This land provides for a second phase of development that will start later in the plan period. The western section of this area will be removed from the Green Belt for a minimum of 900 homes, <u>This land has been included within the allocation site boundary to allow for a comprehensive approach to the regeneration and restoration of all of the operational land associated with the Power Station and in particular to</u></p>

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)
	<p>Para 10.3.10</p> <p>Para 10.3.14</p> <p>Part 1</p> <p>Part 2</p> <p>Part 3</p>	<p><u>facilitate the enhancement of</u> whilst the remaining lagoons and their setting will be enhanced to provide an ecological and major new recreational resource.</p> <p>10.3.10 The development concept diagram has been informed by a masterplanning exercise, working with the landowner. It provides:</p> <ul style="list-style-type: none"> • a definitive boundary of the Fiddlers Ferry development site • a definitive new Green Belt boundary • the boundary of the employment allocation • <u>the</u> locations of the two <u>new</u> residential neighbourhoods • illustrative leisure and green infrastructure network including parklands and green links <p>10.3.14 The Development Framework, including infrastructure requirements, will be kept under review throughout the duration of the build out of the Fiddlers Ferry development site. The detailed infrastructure requirements for the second phase of development will be confirmed through future formal reviews of the Local Plan.</p> <p>1. Land at the former Fiddlers Ferry Power Station site will be allocated to deliver a mixed-use development comprising approximately 101ha of employment land and a minimum of 1,760 <u>860</u> new homes, of which 1,310 homes will be delivered in the plan period.</p> <p>2. The allocation will include the removal of 82 <u>29</u> ha of land from the Green Belt to accommodate a minimum of 860 new homes on land to the north of the railway line and a further 900 homes to the south of the railway line (450 homes in the plan period).</p> <p>3. The allocation will be supported by the following range of infrastructure:</p>

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)
	<p>MDA3.2 (Heading)</p> <p>Part 4</p> <p>Part 5</p>	<p>a. A range of housing tenures, types and sizes, including affordable homes, custom and self-build plots and supported and extra care housing.</p> <p>b. A new 1 form entry primary school, with room for expansion to 2 forms of entry.</p> <p>c. Local shops and other community facilities of an appropriate scale.</p> <p>d. Space within the development for a potential branch GP surgery.</p> <p>e. A contribution towards additional secondary school places.</p> <p>f. A contribution towards built leisure facilities.</p> <p>g. Three New parks and an extensive green infrastructure network.</p> <p>h. A range of smaller areas of open space within the residential development to serve the new community.</p> <p>i. Playing pitches.</p> <p>j. A comprehensive package of transport improvements.</p> <p>k. Compensatory green belt improvements and ecological mitigation and enhancement.</p> <p>l. Flood mitigation and drainage including exemplary sustainable drainage systems (SuDS).</p> <p>MDA3.2 Delivery and Phasing</p> <p>4. The first phase of development at Fiddlers Ferry will include the employment site and the northern residential parcel to the north of the railway line. Development to the south of the railway line will fall into the second phase of development in the latter part of the plan period and beyond.</p> <p>5. The <u>principal</u> landowners <u>and developers</u> will be required to prepare a comprehensive Development Framework for the Fiddlers Ferry development site. The Development Framework will accord with the site-specific requirements of this policy and wider Local Plan requirements. The Framework will be subject to consultation with statutory consultees, <u>adjacent landowners</u> and the local community before being finalised.</p>

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	Part 6	<p>6. The Development Framework will be agreed with the Council in advance of <u>the determination of the application for the first part of the employment site and before any further</u> planning applications being <u>are</u> submitted. The Development Framework will be a material consideration in the determination of planning applications across the allocation site; planning permissions will only be granted where they are consistent with the Development Framework.</p>
	Part 8	<p>8. The Development Framework will be reviewed and updated alongside future reviews of the Local Plan. This process will confirm the infrastructure requirements for the second phase of development.</p>
	Part 9	<p>9. The residential development parcels will provide two <u>a</u> new neighbourhoods, each comprising an appropriate mix of housing in accordance with Policy DEV2, including a minimum of 30% provision of affordable housing.</p>
	Part 15	<p>15. The development will be required to deliver a new 1 form entry primary school, capable of expansion to 2 forms of entry. The primary school which should be located within the northern residential parcel immediately adjacent to the local centre.</p>
	Part 17	<p>17. The new local centre within Phase 1 of the development should provide a focal point for the new community and should include local shops and other appropriate local services. A small local centre will also be provided within the residential development within Phase 2. Any proposal for retail development above 500 sq.m. <u>gross</u> will require a retail needs assessment and be subject to the sequential assessment set out in Policy DEV5.</p>
	Part 26	<p>26. The Green Belt boundary to the northern development parcel will be formed by Widnes Road and an area of new parkland. To the east the Green Belt Boundary currently</p>

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	Part 27	<p>consists of Marsh Lane and the limits of existing development and would require strengthening to ensure permanence of the Green Belt in the long term.</p> <p>27. The southern development parcel will further create a new Green Belt boundary to the east along the line of the Vyrnwy Aqueduct which also represents a recognisable and permanent boundary. The St Helens Canal and the railway further provide a robust partial boundary to the north of the southern parcel.</p>
	Part 28	<p>28 <u>27.</u> A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> These will form part of the comprehensive range of ecological and recreational enhancements proposed on land that will remain in the Green Belt. The improvements should be made in the immediate vicinity of the Urban Extension where possible. <u>Financial contributions will only be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in a more appropriate location.</u></p>
	Part 37	<p>37. Development at Fiddlers Ferry must not impact on the operation of the existing infrastructure services <u>or other operations</u> which cross or run close to the site including The Vyrnwy Aqueduct, the Grangemouth/Stanlow pipeline (and its associated COMAH zones), <u>all other COMAH sites</u> and any overhead power lines.</p>
	Part 41	<p>41. Development within the allocation site will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4)- <u>including</u></p>

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	Figure 19	<p><u>providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u></p> <p>Fig. 19 Amended to reflect change in Green Belt boundary (See Appendix 1 for revised diagram).</p>
	New Para 10.3.19	<p><u>10.3.19 The Development Framework will be subject to consultation with statutory consultees, adjacent landowners and the local community before being finalised. In particular it is recognised that new development must not prejudice or conflict with the continued operation of the adjacent Emerald Kalama Chemicals site.</u></p>
	New Para 10.3.20	<p><u>10.3.20 It is recognised that the first part of the employment site, on the area of the power station's former coal yard, needs to come forward early in the Plan Period to support the deliverability of the wider allocation. The application for this part of the employment site must demonstrate how it integrates with and contributes to delivery of the infrastructure requirements of the wider allocation and will only be determined after the Development Framework has been approved.</u></p>
	Para 10.3.21	<p>10.3.21 The programme for demolition of the power station and wider site clearance will enable the first homes to be completed on site in 2025/26, with employment development and 1,310 <u>860</u> homes being delivered by the end of the plan period in 2038/39.</p>
	Para 10.3.22	<p>10.3.22 The allocation Policy, together with the Council's Infrastructure Delivery Plan, set out the key infrastructure requirements to support the Fiddlers Ferry allocation. <u>The IDP will be kept under review and any changes to the policy requirements will be confirmed through future reviews of the plan.</u></p>

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	Para 10.3.24	10.3.24 To demonstrate this, a survey will be required to determine habitats and current use of the site to support a significant population ² of qualifying birds associated with the protected site. Where habitats are considered functionally linked to the SPA, non-breeding bird surveys will be required to determine if the site and neighbouring land constitute a significant area of supporting functionally linked land (FLL). Surveys will be required to be undertaken during autumn, winter and spring. If habitat within the site or adjacent land are considered FLL and identified to support significant populations of qualifying bird species avoidance measures and mitigation will be required and the planning application will need to be assessed through a project specific Habitats Regulations Assessment to ensure that the development does not result in adverse effects on integrity of the Mersey Estuary SPA. <u>The mechanism for establishing the level of any required contributions from individual developments and how they would be used to undertake mitigation will be set out in the Council's updated Planning Obligations SPD.</u>
	New para 10.3.27	<u>10.3.27 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council's Planning Obligations SPD.</u>
MM 022	MD4	Delete the whole of Policy MD4, paragraphs 10.4.1 to 10.4.14, Figure 20 and the Key evidence, Council Wide strategies and Delivery partner text.
MM 023	MD5 <u>MD4</u> Part 15	<u>Policy MD5 4 - Thelwall Heys</u> 15. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the first instance, the improvements should be made in the immediate vicinity of the site</u>

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	<p>Part 17</p> <p>Part 22</p> <p>Part 23</p> <p>New para 10.5.8</p>	<p><u>and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most a <u>more</u> appropriate location.</p> <p>17. 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 South East Warrington Employment Area and across wider south Warrington.</p> <p>22. Development within the allocation site will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4) <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u></p> <p>23. Development will be required to preserve and <u>or</u> enhance the historic environment, heritage assets and their settings.</p> <p><u>10.5.8 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council's Planning Obligations SPD.</u></p>
MM 024	MD6	Delete the whole of Policy MD6, paragraphs 10.6.1 through to 10.6.10, Figure 22 and the key evidence, Council Wide strategies and delivery partner text.
MM 025	OS1 Part 13	13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the</u>

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	<p>Part 18</p> <p>New para 10.6.7</p>	<p><u>first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the vicinity of the site or where this will provide greater benefits.</u></p> <p>Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most <u>a more</u> appropriate location.</p> <p>18. The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4) <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u></p> <p><u>10.6.7 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council's Planning Obligations SPD.</u></p>
MM 026	OS2 Part 13	<p>13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most <u>a more</u> appropriate location.</p>

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	Part 19 New para 10.7.8	19. The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4), <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u> <u>10.7.8 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council’s Planning Obligations SPD.</u>
MM 027	OS3 Part 13	13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided . <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most a <u>more</u> appropriate location.
MM 028	OS4 Part 14	14. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided . <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most a <u>more</u> appropriate location.

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strikethrough; new text <u>underlined and bold</u>)
	Part 16	16. 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 South East Warrington.
	Part 22	<u>Historic Environment</u> 22. Development will be required to preserve and <u>or</u> enhance the historic environment, heritage assets and their setting.
MM 029	OS5 Part 14	14. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most a <u>more</u> appropriate location.
	Part 16	16. 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 South East Warrington.
	Part 23	<u>Historic Environment</u> 23. Development will be required to preserve and <u>or</u> enhance the historic environment, heritage assets and their setting.

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	Figure 27	Fig. 27 Amend 'Rushgreen Road Site Boundary' diagram to show site boundary including 78 Rushgreen Road as in examination document CD51 (See Appendix 1 for revised diagram).
MM 030	<p data-bbox="488 555 586 624">OS6 Part 12</p> <p data-bbox="488 751 586 783">Part 13</p> <p data-bbox="488 1145 586 1177">Part 18</p>	<p data-bbox="792 595 1935 703">12. 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.</p> <p data-bbox="792 754 2024 1098">13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most a <u>more</u> appropriate location.</p> <p data-bbox="792 1145 2011 1294">18. Development proposals will be required to assess the impact on the <u>public water supply</u>, groundwater environment and the operational asset in close proximity to the site and incorporate appropriate mitigation measures in accordance with Policies INF3 (Parts 5 to 7) and ENV8 (Parts 10 to 13).</p>

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	Part 19 Part 24 New para 10.11.10	<p>19. The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4), <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u></p> <p>24. Development proposals will be expected to conserve <u>preserve and or</u> enhance the historic significance, appearance and integrity of and the ability to understand and appreciate the setting of the Battle of Winwick. <u>Additionally there will be a further requirement to undertake both desk-based assessment and field evaluation to explore the archaeological potential of the site.</u></p> <p><u>10.11.10 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council's Planning Obligations SPD.</u></p>
MM 031	M1 & Monitoring Framework Part 3	<p>3. Where total delivery of housing is less than 75% of the annual requirement for three consecutive monitoring years, <u>or where jobs growth exceeds that of the forecasts used to inform the Plan's housing requirement for three consecutive years</u>, this will trigger the need for the consideration of a review or partial review of the Local Plan.</p>

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	Appendix 2	Appendix 2: Monitoring Framework			
		Policy	Target(s)	Indicator	Which SA objective this policy meets
		DEV4	<ul style="list-style-type: none"> Delivery of a minimum of 316.26 <u>168</u> hectares of employment land (B2, B8 and E Class office uses) No net loss of employment land in defined employment areas 	<ul style="list-style-type: none"> Employment Land completions analysis Hectares of existing employment land lost to none employment uses <u>Annual increase in jobs from ONS Business Register and Employment Survey (BRES) data</u> 	All
		MD1	<ul style="list-style-type: none"> To deliver a new urban quarter of around 1,335 new homes (1,070 within the Plan period). <u>(NB No completions currently projected within Plan Period)</u> 	<ul style="list-style-type: none"> Housing completions analysis. Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year). 	All
		MD3	<ul style="list-style-type: none"> To deliver a sustainable urban extension mixed-use development of around 	<ul style="list-style-type: none"> Housing completions analysis. 	All

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			860 1,800 new homes (1,300 within the Plan period) and 101 hectares of employment land.	<ul style="list-style-type: none"> • Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year). 	
		MD4	<ul style="list-style-type: none"> • To deliver a new sub-urban quarter of up to 1,200 new homes within the Plan period. 	<ul style="list-style-type: none"> • Housing completions analysis. • Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year). 	All
		MD6	<ul style="list-style-type: none"> • To deliver a major new employment location of around 137 hectares of employment land. 	<ul style="list-style-type: none"> • Employment land completions analysis. 	1, 2, 3, 4, 5, 11, 13, 15, 17, 19
MM 032	Appendix 1	<p>Amend housing trajectory table as in CD53 subject to</p> <p>Amended reference to Peel Hall from “Policy MD4” to “committed site”.</p> <p>Amended supply from MD1 to 0 in plan period.</p> <p>Deletion of line for southern parcel for MD3 and reducing total for site to 860.</p> <p>Increase to Small Site Allowance for sites under 0.25ha to 100 per annum from 2022/23 onwards (i.e. to include estimate of additional amount from small sites with >5 units of 19 per annum).</p> <p>Amend totals accordingly.</p>			

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		Do not include additional detailed information on small sites >5units. Amend bar chart accordingly. Updated Trajectory provided in Appendix 2.