

# WARRINGTON

## LOCAL PLAN

2021/22 - 2038/39  
ADOPTED DECEMBER 2023



**WARRINGTON**  
Borough Council

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DC5 Open Space, Sport and Recreation Provision  
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ENV3 Safeguarding of Minerals Resources  
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ENV7 Renewable and Low Carbon Energy Development  
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MD1 Warrington Waterfront  
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MD3 Fiddlers Ferry  
MD4 Thelwall Heys  
OS1 Croft  
OS2 Culcheth  
OS3 Hollins Green  
OS4 Lymm – Pool Lane/Warrington Road  
OS5 Lymm – Rushgreen Road  
OS6 Land to the north of Winwick  
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# **INTRODUCTION**

## **AND WARRINGTON IN CONTEXT**

# 1 Introduction

## 1.1 What the Local Plan is and how it works

- 1.1.1 Warrington's Local Plan was adopted on 4<sup>th</sup> December 2023. It provides the statutory planning framework for the entire Borough for the period 2021/22 to 2038/39. The Local Plan will be used to guide decisions on planning applications and to identify areas where investment and growth should be prioritised. The Local Plan has replaced the Local Plan Core Strategy (2014).
- 1.1.2 The Plan contains a vision, a range of Objectives and an overall strategy for development. It includes policies on both the scale of development and its overall pattern across the Borough. The Plan allocates specific sites for development to meet the Borough's development needs whilst at the same time protecting other areas from development or identifying them for enhancement. It also contains Strategic Planning Policies which provide the basis for assessing individual planning applications.
- 1.1.3 The Local Plan provides developers, residents and service providers with certainty about which sites will be developed during the Plan period and for what purposes. It also details public and private sector partners that will have a role in achieving the Plan's Objectives, whilst establishing a framework for monitoring whether the objectives and associated policies are being achieved.
- 1.1.4 The Local Plan recognises the role local communities have in preparing Neighbourhood Plans in order to provide more detailed local planning policies to meet the needs and requirements of their own areas. The Council may also prepare more detailed local planning policies or Supplementary Planning Documents to provide additional guidance where this is considered necessary to help deliver the overall objectives of the Local Plan.
- 1.1.5 Local Plans are not prepared in a vacuum. They are drawn up in accordance with the legislation governing plan-making and in the context of national planning policy with which they must be consistent. Warrington's Local Plan has been prepared in the context of national planning policy set out principally in the National Planning Policy Framework (NPPF) (2021) and more detailed Planning Practice Guidance (PPG).
- 1.1.6 The NPPF (Paragraph 15) emphasises the importance of plan-making within the planning system. It is stated that succinct and up-to-date plans should provide a positive vision for the future of their areas and should provide a framework for addressing housing needs and other economic, social and environmental priorities.
- 1.1.7 Local Plans must also be developed through extensive engagement with the local community and should have regard to other relevant local strategies and the plans of other public bodies, including those of neighbouring authorities.

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

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

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

1.1.10 The Local Plan comprises the following sections:

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

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

## **1.2 Plan Preparation and Adoption**

- 1.2.1 Following the High Court ruling in February 2015 which quashed the housing target in the adopted Local Plan Core Strategy (2014), the Council sought to update its housing policies. It became clear that the Borough's needs going forward could not be met without a full review of the adopted Plan.
- 1.2.2 In October 2016, the Council's Executive Board agreed to commence the process of reviewing the existing Warrington Local Plan Core Strategy (2014). The Council subsequently undertook a 6 week period of consultation on the scope of the review and the Council's assessment of Warrington's development needs. The Council also invited developers, landowners, the local community and other stakeholders to submit sites they wanted to be considered as part of the Plan review.
- 1.2.3 Following the consultation, the Council undertook the work necessary to progress to a Preferred Development Option (PDO) for accommodating Warrington's development needs. Consultation on the PDO was carried out between 18<sup>th</sup> July and 29<sup>th</sup> September 2017.
- 1.2.4 Around 4,500 responses were received to the PDO consultation. These were taken into account in the preparation of the previous Proposed Submission Version Local Plan (2019).
- 1.2.5 Consultation on the previous Proposed Submission Version Local Plan under regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012 was held between April and June 2019. In total, around 3,200 responses were received, together with 2 petitions.
- 1.2.6 The vast majority of representations were made by Warrington residents and campaign groups, together with Parish Councils, MPs, Borough Councillors and community groups, concerned with the scale and location of development being proposed, in particular relating to the release of Green Belt land, and the impact of development on Warrington's infrastructure.
- 1.2.7 The Council also received a significant number of representations from developers and landowners actively promoting sites through the Local Plan process. This includes those with land proposed to be allocated in the Plan and those whose land had not been proposed to be allocated. A small number of additional sites were also submitted for the Council's consideration.
- 1.2.8 Having reviewed the responses to the consultation, the Council concluded there was the need to undertake additional evidence base work. This was primarily to provide a greater understanding of the infrastructure required to support the development proposed in the Plan and to demonstrate that the required infrastructure was capable of being delivered in a timely manner.



- 1.2.9 In October 2020 the Council took the decision to pause work on the Local Plan. This was due to the economic and wider impacts of Covid 19 and the Government's proposed amendments to the standard housing methodology.
- 1.2.10 Work re-commenced following confirmation of changes to the Government's housing methodology at the end of 2020. The Council updated its evidence base to re-establish Warrington's future development needs and subsequently re-assessed the Plan's Spatial Strategy and potential allocation sites.
- 1.2.11 Having undertaken this work and considered in detail the key issues raised from the previous consultation, the Council proposed a number of significant changes from the previous Proposed Submission Version Local Plan (2019). These changes included:
- a reduction of the Plan's housing requirement;
  - the allocation of the Fiddlers Ferry site for employment and housing, following closure of the power station in March 2020;
  - the removal of some of the previous Green Belt allocation sites, including Port Warrington and the Business Hub, the South West Urban Extension, the Phipps Lane site in Burtonwood and the Massey Brook Lane site in Lymm; and
  - the reduction in size of the South East Warrington Urban Extension (previously known as the Garden Suburb).
- 1.2.12 The amount of land proposed to be removed from the Green Belt in the final adopted Plan is 390 hectares, equating to 3.4% 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 (2019) which equated to 11% of the total amount of Green Belt in the Borough and the 580ha in the Updated Proposed Submission Version Local Plan (2021) which equated to 5% of the total amount of Green Belt in the Borough.
- 1.2.13 Given the scale of changes proposed following consultation on the previous Proposed Submission Version Local Plan (2019), the Council produced the Updated Proposed Submission Version Local Plan (2021) and this was subject to a further round of consultation prior to submission for independent examination.
- 1.2.14 The Council received a total of 2,597 responses to the consultation containing a total of 6,922 representations. This included one response signed by around 500 separate individuals.
- 1.2.15 The vast majority of responses were again received from the public concerned with the scale and location of development being proposed, with similar issues raised by parishes and elected representatives. The number of responses was reduced

compared to the 2019 consultation, reflecting the removal of a number of allocation sites that were previously proposed to be removed from the Green Belt.

- 1.2.16 A large number of responses were also received from developers, including those whose sites were within the proposed allocations, those whose sites had been removed from the 2019 version of the Plan and those developers seeking to promote land elsewhere across the Borough. Similar issues were raised to the previous consultation, but the level and detail of objection has increased in response to the Council's decision to reduce its housing requirement and remove a number of sites from the Plan.
- 1.2.17 The Council's Responding to Representations Report (April 2022) provides more details on the consultation undertaken at each of these stages. It also sets out the main issues raised in representations received during each consultation stage and how the Council has taken these into account in the plan making process.
- 1.2.18 The Local Plan was submitted to the Secretary of State in April 2022 with Examination Hearing Sessions held in autumn 2022. The Council consulted on Main Modifications to the Plan in spring 2023 with a further hearing session held in July 2023.
- 1.2.19 The Main Modifications included:
- A reduction in the Plan's employment land requirement from 316.26ha to 168ha.
  - The removal of the proposed South East Warrington Employment Area allocation.
  - Land to the south of the canal and railway line at Fiddlers Ferry to remain in the Green Belt.
  - The Plan's housing trajectory and calculation of the supply of housing land not factoring in any completions from the Warrington Waterfront in the Plan Period due to uncertainties around the funding of the Western Link - although as funding may come forward in the future, the Warrington Waterfront allocation and the Western Link safeguarding route remain in the Plan.
  - The Peel Hall allocation now identified as a commitment rather than a new site allocation.
- 1.2.20 The Council received the Inspectors' Report in October 2023, confirming the Plan, incorporating the Main Modifications, to be sound. The Plan then proceeded to Full Council for adoption on 4<sup>th</sup> December 2023.

## 2 Warrington in Context

### 2.1 Spatial Portrait

- 2.1.1 Warrington is the most northerly of the local authorities in the Cheshire area. It shares boundaries with Halton, Cheshire West and Chester, Cheshire East and the four metropolitan Boroughs of St Helens, Wigan, Salford and Trafford. Warrington's economic gravity covers a much larger area than the Borough and extends into the adjoining conurbations to its east and west.
- 2.1.2 The Borough comprises the main urban area of Warrington, surrounded by a rural hinterland which includes a number of distinct settlements. The town of Warrington is the largest urban area in Cheshire by some way (being over twice the population of Chester, the second largest) and is one of the largest free standing urban areas in the North West of England outside the two conurbations of Merseyside and Greater Manchester.
- 2.1.3 Warrington is located mid-way between the conurbations of Liverpool and Manchester with swift direct rail linkages with each. It sits astride most of the key communications routes in the North West – rail, road, water and air. Both the River Mersey and the Manchester Ship Canal run through the heart of the Town.
- 2.1.4 The Borough covers some 176 square kilometres and, at mid-year 2020, was estimated to have a population of 209,397, of which 103,843 (49.6%) were males and 105,554 (50.4%) were females, living in some 91,296 households.
- 2.1.5 Average household size in Warrington at the 2011 Census was recorded as 2.34 people, slightly lower than the figure recorded for England and Wales. Compared to neighbouring authorities, Warrington's ethnicity is low with just 4.1% of its total population being non-white British (Census 2011). Home ownership is high within the Borough with 71.6% of homes being owner occupied at the 2011 Census.

#### Evolution of Warrington

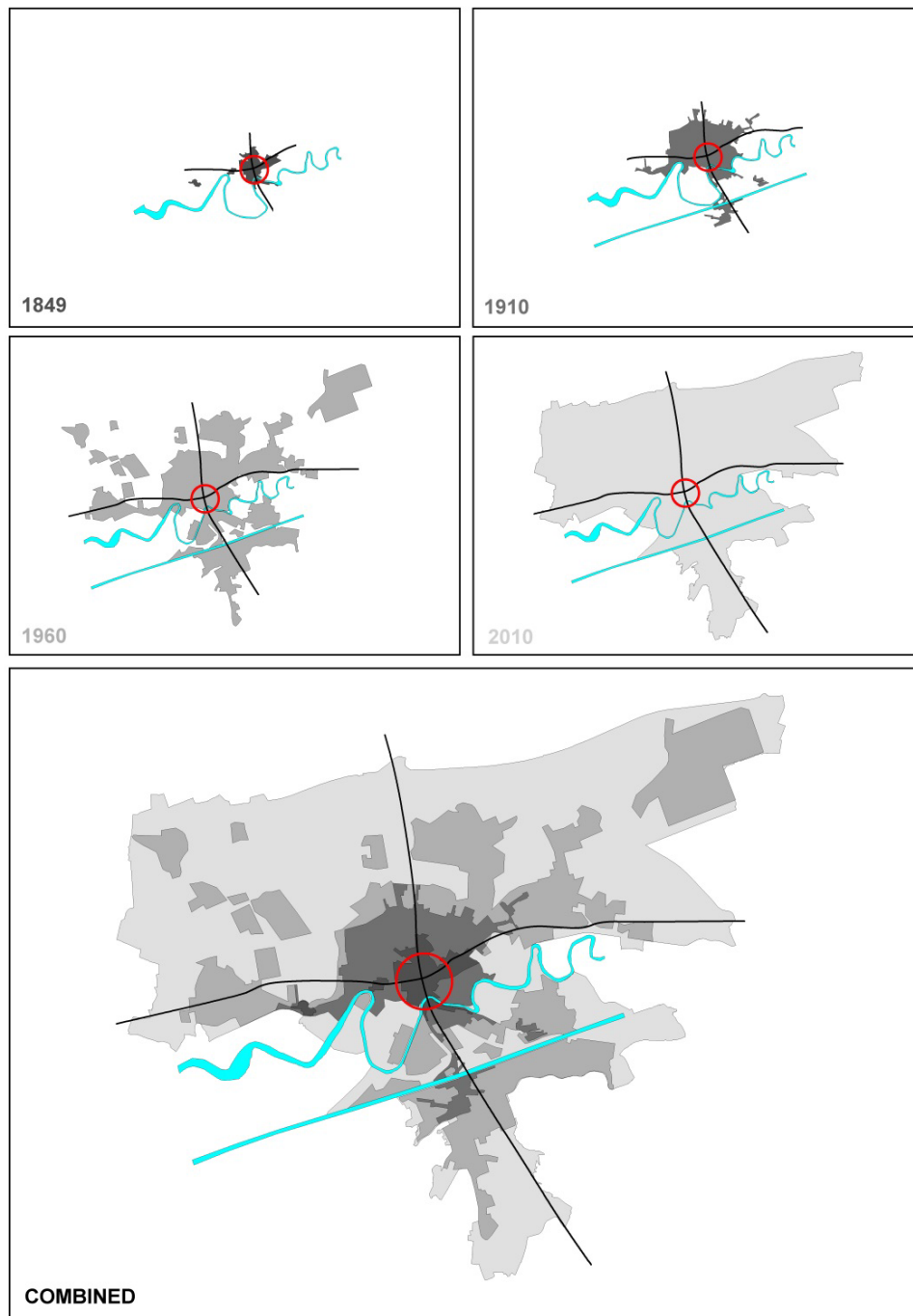
- 2.1.6 The town of Warrington, which is by far the largest settlement in the Borough, owes its existence to the presence of a crossing point across the River Mersey, the importance of which can be traced back as far as pre-Roman times. Following the arrival of the Romans, this crossing point was subsequently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

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

2.1.14 The challenge for Warrington is therefore to further enhance its existing strengths based on its strategic location, strong economic performance and distinctive character and to make improvements which reinvigorate a sense of place and pride in the Town, whilst allowing a sustainable and managed level of growth to meet projected needs across the Borough.

2.1.15 The Town's historical development is illustrated in Figure 1, with the historic axis amplified to stress its significance.

**Figure 1 – Warrington's Historical Development**



### Warrington within the Region

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

**Figure 2 – Warrington in the Region**



### Warrington's Prosperity and Vibrancy

- 2.1.20 Warrington has a strong and resilient economy. Since the changes brought about by the New Town growth, which gave rise to a new workforce and new employment opportunities, Warrington has developed a strong labour market. In terms of employment measures, Warrington is a highly performing location on a national basis. Current land take up is good, and the Borough has a strong and diverse land and premises offer. The performance of the Town in terms of the property market and investment is tracked on a yearly basis in the 'Warrington Annual Property Review'.
- 2.1.21 Warrington is identified by the Cheshire and Warrington Local Enterprise Partnership as one of its priorities for growth in its Strategic Economic Plan (SEP). The LEP particularly recognises Warrington's strengths in engineering and the nuclear sector and in logistics (due to its location and connectivity). The LEP also recognises Warrington Town Centre as one of the key opportunities in its area for the growth in urban living attractive to younger people.
- 2.1.22 The Transport for the North (TfN) Strategic Transport Plan and Investment Programme identifies Warrington as having a key role in the growth and connectivity of the North and identifies strategic interventions in its Investment Programme. This provides a significant strategic context for the Local Plan and for Warrington as a whole.
- 2.1.23 Despite a strong labour market, high levels of skills and strong growth in workplace earnings, there are some areas in Warrington with high levels of deprivation and the share of increasing prosperity has not been evenly distributed. Worklessness is an issue in some areas of the Borough with the lack of connectivity between areas in need and employment opportunities partly to blame.
- 2.1.24 Omega has been one of the most successful development areas – the growth of logistics and manufacturing on this site has created in excess of 8,000 new jobs and some 1,100 new homes are being delivered. The Omega site is nearly built out however and the Council's Economic Development Need Assessment (EDNA) (2021) concludes there is an insufficient existing employment land supply to meet Warrington's long term needs.
- 2.1.25 Warrington is central to the Cheshire Science Corridor Enterprise Zone (which included Birchwood Park) and the Sci-Tech Daresbury Enterprise Zone is located on Warrington's Southern Border.
- 2.1.26 The Town Centre is a sub-regional centre, which serves the Borough and surrounding areas but its catchment in the wider region is limited by those of the three regional centres - Chester, Liverpool and Manchester. Warrington's designation as a New Town led to the decentralisation of retailing to district centres in suburban locations and Gemini Retail Park in an 'out of centre' location. These sites now compete directly with the Town Centre and continued out of centre

development poses a significant threat to the vitality and viability of the Town Centre.

- 2.1.27 The Town Centre has a strong retail offer, albeit that it has seen some major department store closures over the last few years, and is gradually improving its diversity in terms of leisure and visitor facilities and the evening economy. Evidence indicates that the catering (including cafes, bars and restaurants) sector is under-represented in the Town Centre compared with national averages in terms of the number of units and amount of floor space. The same is true of Town Centre offices and the reality is that the diversity of the Town, for a sub-regional centre, is not good.
- 2.1.28 The recently completed Time Square Development makes a major contribution to addressing some of these issues. Once fully occupied, it will provide a wide range of leisure, retail and office uses as well as extensive public realm improvements.
- 2.1.29 The Warrington Town Centre Supplementary Planning Document (2021), incorporating the aspirations of the Town Centre Masterplan (2019), seeks to further strengthen the role of the Town Centre by promoting it as a focus for living, working, travel, culture and leisure at the heart of the Town.
- 2.1.30 In terms of the visitor economy, the Borough benefits from a number of key attractions and assets, which are visited by residents within the Borough and from elsewhere, such as Gullivers World, the Halliwell Jones Stadium and Walton Hall Estate. Heritage and natural environment assets, and particularly the Borough's strategic green links, also contribute to tourism in the Borough and the local economy.

#### Warrington's Neighbourhoods

- 2.1.31 Although Warrington is a prosperous Borough, it is also an unequal one and a key defining feature of Warrington is the marked differences in prosperity and quality of life within the Borough. The 2019 Indices of Multiple Deprivation (IMD) have shown that deprivation in Warrington has decreased slightly relative to the previous indices from 2015, with an average score of 18.9 compared with 19.3 in 2015. This means that Warrington now ranks 148th out of 317 local authorities compared with 147th out of 326 in 2015. This places Warrington within the 46.7th centile, meaning 53.3% of local authorities within England are less deprived than Warrington. There is significant variation between wards with some wards being amongst the least deprived (Lymm) and some in the most deprived (Poplars & Hulme) in the country.
- 2.1.32 With regards to health and disability deprivation, a significant percentage of the Borough's Super Output Areas (SOAs) rank amongst the worst nationally. These communities with the poorest health and disability levels are geographically concentrated within the Town Centre and Inner Warrington. Lifestyle factors are also worse in areas of relative deprivation. Poor self-reported health, sedentary lifestyle, smoking prevalence, poor diet behaviours and being overweight are all worse in Inner Warrington.



- 2.1.33 However, generally, the health of Warrington residents is improving. The average life expectancy of Warrington residents is improving but the pace of improvement has slowed in recent years, and the relative gap between Warrington and England has not narrowed. There is also substantial variation within the Borough, with more socio-economically deprived areas experiencing poorer health outcomes. The variation in terms of life expectancy related to deprivation is over 10 years for men and almost 7 years for women. Much work is on-going across the Borough to continue to improve the health and wellbeing of Warrington residents, this agenda is being driven by the Health and Wellbeing Strategy for Warrington 2019-2023.
- 2.1.34 The need for new homes within the Borough has remained as important in the recent past as it did during the planned expansion of Warrington during its former designation as a New Town. In the 1990s and early 2000s for example, and aside from providing much needed new market and affordable homes to meet the needs of local people, the delivery of new homes has spearheaded the Town's regeneration and renewal efforts which have revived and revitalised much of the older core of Warrington – acting as a catalyst for physical change and often well needed investment in social and environmental infrastructure as a means of countering deprivation.
- 2.1.35 The supply of new homes remained relatively buoyant with significant levels of new homes delivered up to the height of the last development boom in the mid-2000s. Local monitoring over this period confirmed that 99% of new homes had been delivered on previously developed land and that a healthy mixture of dwellings in terms of type and size had been delivered.
- 2.1.36 Over more recent years however there has been a noticeable fall in housing completions. In the monitoring period 2019/20 there were 541 net completions which saw a slight increase of 38 units on the previous monitoring period. Completions are forecast to increase over the short term with major developments underway at Omega and in south Warrington, but the Council's Strategic Housing Land Availability Assessment (SHLAA) shows that land supply will become increasingly constrained over the longer term.
- 2.1.37 House price data for Warrington, taken from Land Registry data closely mirrors the experience found nationally in that house prices grew strongly within the Borough between 2002 and 2007, with particularly strong growth between 2002 and 2004. Owing to the national housing market downturn brought about by the realisation of the scale of bad debt that banks had, prices subsequently fell, with the lowest prices being recorded in Warrington in early 2009. Prices remained relatively static for a period after this low with the average house price in Warrington at July 2011 standing at £141,988, somewhat lower than the national average of £163,049. Since then, prices have increased significantly. According to the latest Land Registry data collated in December 2019, average house prices in Warrington stood at £224,760, representing an increase of over 36% since 2011.

- 2.1.38 Evidence on housing need suggests that, partly on the back of economic success and changes in demographics, an increased supply of future new homes is required, and makes clear that there is a significant shortfall of affordable homes within the Borough. The most recent Local Housing Needs Assessment (LHNA) suggests that approximately 433 additional new affordable homes need to be provided in the Borough each year over the Plan period, with supply simply unable to keep pace with demand. The major reason affordable need is high is that the average house price is over 6 times average household incomes, combined with a falling supply of the Borough's social housing stock as a result of the 'right to buy'.
- 2.1.39 Affordability issues are linked to suppressed household formation rates and this is a particular problem for young people and young families. This is becoming an increasingly urgent issue which the Local Plan aims to tackle for the longer term.
- 2.1.40 Another notable trend is Warrington's aging population, with a significant increase in the need for homes suitable for older people.
- 2.1.41 With regards to neighbourhood services, evidence suggests that the Borough's residents enjoy good access to a network of defined local retail and service centres. Recent development has however put increased pressure on local schools, health facilities and other community facilities. More recently within the Borough, service delivery is being offered through a neighbourhood 'hub' model which brings together a range of public and in some instances private services into one place.

#### Warrington's Built and Natural Environment

- 2.1.42 The Borough has a unique identity with the town of Warrington surrounded by attractive countryside and a number of smaller outlying settlements, each with their own separate character. The Borough has a large number of heritage and ecological assets which contribute to Warrington's identity and character.
- 2.1.43 Warrington has a varied landscape character, important areas of nature conservation value and extensive areas of high-grade agricultural land. The Borough's environmental assets, including its sites of international, national and local importance for biodiversity must continue to be protected and opportunities taken to enhance their function and value, including improving linkages between them, through a comprehensive Green Infrastructure network. Strategic green links include the Mersey Valley Corridor and Sankey Valley Linear Park, from which a series of wider and parallel links can be accessed. The Borough has an unrivalled network of internal connected green spaces and parks which gives Warrington much of its sense of place.
- 2.1.44 The Mersey Valley Corridor constitutes a wide tract of land (exceeding 2km in places) extending across the Borough from the former Fiddlers Ferry Power Station in the west, to Hollins Green and the flood plain for the River Bollin in the east. Its value lies in the mix of river valley habitats, notably wetlands, in the context of the Mersey Estuary as whole – one of the largest estuaries in Europe and supporting internationally important numbers of birds.

- 2.1.45 Sankey Valley Linear Park is an important corridor which runs north-south for over 6km through Warrington, linking the Green Belt to the north to the River Mersey in the south. It is characterised by 'New Town' ecology-led landscaping adjoining Sankey Brook and the St Helens Canal, and it is important for flora and fauna as well as leisure, recreation and opportunities for active travel.
- 2.1.46 Nature designations currently include 55 Local Wildlife Sites, 4 Local Nature Reserves, 4 Sites of Special Scientific Interest (SSSIs) and 3 Special Areas of Conservations (SACs). The Landscape Character Assessment for Warrington, identifies 20 defined landscape character areas across the Borough. Current mineral operations in Warrington include Southworth Quarry and Rixton Combined Site.
- 2.1.47 With regard to the built environment, the Borough possesses a valuable legacy of heritage assets across the main urban area and the Borough's smaller settlements which need to continue to be protected and enhanced. Warrington has 379 Listed Buildings and 16 Conservation Areas, together with a large number of other buildings and structures of interest that are included on a local list. The Borough also contains 12 Scheduled Ancient Monuments, 1 Registered Battlefield and a wealth of archaeological remains.
- 2.1.48 Whilst, the majority of designated heritage assets across the Borough are in good condition, 4 Listed Buildings and 3 Conservation Areas are included in Historic England's Heritage at Risk Register.
- 2.1.49 The Borough's carbon footprint emissions have historically been dominated by Fiddlers Ferry Power Station, however this ceased operation in March 2020 in line with national government seeking to close all coal-fired power stations by 2025.
- 2.1.50 There are a number of major sources of pollution contributing to pockets of poor air quality at a local level namely transport, industrial and domestic heating. In addition to local sources, there are transboundary effects from regional, national and international sources that are outside the control of the local authority. The major source of pollution at a local level though has been assessed as related to transport, primarily road.
- 2.1.51 Minimising the causes of, and adapting to the impacts of climate change is a key issue in Warrington. Indeed, the Council has declared a climate change emergency and launched a Green Energy Strategy in 2019 with the aim of becoming carbon neutral by 2030. The Town is built on the flood plain of the River Mersey and is at the head of its tidal estuary. It is at risk from many different sources of flooding, the main source being the River Mersey and its five key tributaries, but it is also susceptible to flooding from ordinary watercourses, surface water runoff and sewer flooding. In addition there are some residual risks associated with artificial water bodies such as the Bridgewater Canal, the Manchester Ship Canal, and various reservoirs. The extent of areas at risk from tidal flooding at the historic heart of the

Town mean that the effects of climate change are potentially significant, particularly in central Warrington. The Manchester Ship Canal does however play a vital role in managing fluvial flood risk along the Mersey, significantly reducing the incidence of flooding from fluvial flows.

- 2.1.52 Warrington's Green Belt fulfils an important role in ensuring the separation of Warrington from neighbouring towns and cities and preventing urban sprawl extending into the countryside. However, it is important to balance this role with the needs of the Borough over the Plan period.

#### Warrington's Transport Network

- 2.1.53 Warrington is well-connected to the motorway network. The M6 provides a connection from Birmingham in the south to Carlisle in the north, whilst the M62 is an east-west link between Manchester and Liverpool. The M56 also runs east-west, through the south of the Borough and provides a connection between South Manchester and Chester.
- 2.1.54 Warrington is located on the Cheshire Lines Committee (CLC) Line that runs east to west, connecting Warrington to Manchester and Liverpool, and the West Coast Main Line (WCML) that runs north to south through the Borough, calling at Warrington Bank Quay.
- 2.1.55 The majority of bus services in Warrington are operated commercially, with over 80% of the overall mileage provided by Warrington's Own Buses (WOB). Other bus operators operate several bus services within Warrington, which are important in providing cross boundary trips in and out of Warrington.
- 2.1.56 Warrington's compact size and fairly flat terrain provides an excellent opportunity for more local journeys to be made by walking and cycling. Currently, there are over 70 miles of surfaced segregated cycle paths, shared use paths alongside roads and greenway routes across the borough. Within Warrington Town Centre there are over 400 publicly available cycle parking stands. There are over 136 miles of public rights of way in Warrington, 128 miles of footpath and seven miles of bridleways and restricted byways. There are routes in towns, villages and the countryside.
- 2.1.57 One of the most significant challenges facing Warrington is however the dependency on car travel. The New Town development pattern has favoured the car. Warrington has very high car ownership levels (81%, Census 2011) and this is above the 74% national average. As a result, the car is the travel mode of choice in Warrington and dominates the highways network.
- 2.1.58 The dominance of the car has led to the priority for other travel modes being reduced and serious congestion problems within the Town. Cars, particularly when single occupancy, make poor use of available road space and offer a less energy efficient means of travel compared to sustainable transport modes.

2.1.59 Growth in car dependency is a major contributing factor in the worsening health of Warrington's population. Increased reliance on cars for the majority of journeys together with use of cars for short (less than 2km) trips means that people do not achieve their recommended level of physical exercise. This can lead to a wide range of health problems including obesity, respiratory illnesses and mental health issues.

## **2.2 Challenges and Opportunities**

2.2.1 It is clear from the above spatial portrait that the Borough of Warrington varies significantly in terms of character, prosperity, health and access to services and infrastructure.

2.2.2 There are a number of challenges which need to be addressed in order to improve the Borough for those who live in, work in and visit Warrington. Key challenges which the Borough faces can be summarised as:

- Limited housing and employment land supply;
- Housing affordability concerns;
- Meeting the needs of an aging population;
- Car dependency;
- Traffic congestion;
- Air quality impacts;
- The sustainable supply of minerals and mineral products to meet development aspirations;
- Management of waterways;
- Importing waste;
- Aging infrastructure;
- Areas of deprivation; and
- The climate emergency.

2.2.3 However, there are a significant number of opportunities which Warrington has benefited from and will continue to do so, with new opportunities also emerging. Many of these are linked to the Borough's strategic location in the North West region between the regional centres of Liverpool and Manchester but also the important wider links on both the motorway network and West Coast Mainline. Warrington is set to improve its links nationally with the introduction of HS2 and Northern Powerhouse Rail, which will see further benefits for the Town on both a national and regional level.

2.2.4 Future opportunities for Warrington can be summarised as:

- Its distinct character areas;
- Its connected network of green spaces and parks;
- Its waterways and waterfronts and the unique opportunities they bring;
- Its tourist/cultural attractions – Gullivers World, Walton Hall and Gardens, live music events;

- An improving cultural offer in the Town Centre, building on the recommendations of the Warrington Culture Commission;
- An increased interest in Town Centre living – from both developers and occupiers – particularly for younger people;
- Introduction of HS2 and Northern Powerhouse Rail;
- Investment in new infrastructure;
- Its thriving business community and successful economy;
- Creation of new places/areas within the Borough.
- Investment in the recovery of nature.
- Investment in the green economy.

# **VISION** **AND SPATIAL STRATEGY**

## 3 Positive Planning for Warrington's Sustainable Future

### 3.1 Vision

#### Introduction

- 3.1.1 It is important that the Local Plan sets out a positive vision for Warrington's future development. The vision will provide a common thread running through the Plan's Strategic Objectives, the Spatial Strategy and into each individual planning policy.
- 3.1.2 The vision set out below reflects Warrington's strengths and constraints as set out in the previous chapter and carries forward relevant parts of the previous Local Plan Core Strategy's vision. It is based on an understanding of Warrington's future development needs and the Council's growth aspirations. It takes into account the wide range of representations made to previous Local Plan consultations, the Council's declaration of climate change and ecological emergencies and the requirements of national planning policy.
- 3.1.3 Whilst the Plan period extends over 18 years to 2038/39, the vision looks further ahead to ensure the Plan provides the basis for Warrington's long term future growth for at least the next 30 years.

#### Vision – Warrington 2038 and beyond

1. Warrington will be a place that works for all:

- Providing opportunities for the most vulnerable;
- With a strong, sustainable economy that benefits everyone;
- With strong, active and resilient communities; and
- Will be a carbon neutral, exemplar green town.

2. Warrington's long term growth will be positively planned to ensure that new homes, jobs and businesses are supported by major improvements to the Borough's infrastructure, to the benefit of existing and new communities alike.

3. Warrington will consolidate its position as one of the most important economic hubs in the UK and will see the development of major new employment locations. Its highly skilled workforce will support a wide range of economic activities, including engineering, hi-tech manufacturing, green technologies, business services, logistics and research and development.

4. Warrington's central position within the Northern Powerhouse provides businesses with unrivalled access to the Manchester and Liverpool conurbations, the Manchester Ship Canal and the national road and public transport networks. The future intersection of the two new major national rail routes, HS2 and Northern Powerhouse Rail, in Warrington will further enhance the Town's strategic connectivity.



5. New housing development will support Warrington's economic growth and will be focused on creating attractive, well designed, sustainable and healthy communities. New homes will meet a wide range of needs including those of families, those struggling to afford their own home, elderly people and disabled people.

6. The character of Warrington's places will be maintained and enhanced with a vibrant Town Centre and main urban area, surrounded by attractive countryside and distinct settlements. The unique elements of the historic, built and natural environment that Warrington possesses will be looked after, well managed, well used and enjoyed.

7. Warrington's rich green space network (comprising radial green routes and the circuit of parks and open space encircling the Town Centre and Waterfront) together with its extensive network of waterways will provide a framework for Warrington's growth and key development areas. Major new parks, new green links and increased access to river and waterside frontages will improve leisure and active travel opportunities and increase the Borough's biodiversity.

8. New development will be successfully integrated into Warrington's transformed public transport system. The enhanced Green Space and Waterways network will provide popular, high quality walking and cycling routes that promote active lifestyles, reduce carbon emissions, contribute to improving air quality and help tackle climate change.

9. The Mersey valley running through the centre of the Town together with the river itself and the Ship Canal will provide an attractive setting for new development at Warrington Waterfront and the regeneration and development of the Town Centre. The Town Centre and Warrington Waterfront will become a focus for urban living with higher density residential developments. The Town Centre will strengthen its role as the hub of the Warrington's commercial and recreational life with a greatly enhanced cultural offer.

10. There will be a transformation in how Warrington meets its energy needs, with a focus on renewable sources and decentralised networks, benefiting Warrington's existing and future residents and businesses and helping tackle climate change. New development will be built to the highest levels of energy efficiency and the Town will be at the cutting edge in the use of new green technologies.

11. Warrington's levels of recycling will continue to increase, whilst municipal and commercial waste will be reduced. New waste facilities will ensure that residual waste is sustainably managed. Warrington's mineral resources will be protected and contribute to the region's future resource needs.

### **Why we have taken this approach**

3.1.4 Warrington has seen significant growth since its designation as a New Town and its success means it is a location where people want to live and where businesses want to locate. Over time infrastructure has not always kept pace with new development. This has resulted in congestion on Warrington's roads and pressure on schools, GPs, the hospital and Warrington's parks, gardens, community and cultural facilities. It

has also resulted in increasing carbon emissions and pressure on the Borough's natural environment, leading the Council to declare a Climate Emergency in 2019 and an Ecological Emergency in 2020.

- 3.1.5 The vision therefore seeks to ensure that future growth is supported by wide ranging investment in infrastructure that will not only support new development but will address existing congestion and infrastructure constraints across Warrington as a whole. Through carefully managing growth, Warrington will be able to significantly reduce its carbon emissions, whilst increasing its biodiversity.
- 3.1.6 Warrington already has one of the strongest economies in the North West. There has been a significant increase in employment development over the last few years, exemplified by the pace of development at Omega. Our Economic Development Needs Assessment has identified that market demand to invest in Warrington is set to continue over the Plan period. The Warrington Means Business Regeneration Framework has set out the Council's ambitious plans for economic growth. It is essential that the Plan is able to supply additional employment land to sustain and enhance Warrington's economic prosperity.
- 3.1.7 Increasing the provision of new homes is a key Government priority. Our Local Housing Needs Assessment has confirmed the level of homes we need to meet Warrington's demographic needs, to address issues of affordability and to ensure sufficient homes are provided for the new jobs that will be created in Warrington.
- 3.1.8 It is important to ensure that everyone in our community has access to a home. Increasing the supply of homes will increase the availability of homes for young families and will enable the increased supply of affordable homes for rent and low cost ownership. There is also the need to provide homes that are suitable for the increasing proportion of Warrington's population who will be elderly and to address the existing deficiency and future requirement for homes that can be readily adapted for people with disabilities.
- 3.1.9 The Borough has a unique identity with the town of Warrington surrounded by attractive countryside and a number of smaller outlying settlements, each with their own separate character. The Borough has a large number of heritage and ecological assets which contribute to Warrington's identity and character.
- 3.1.10 During previous Local Plan consultations, a large number of residents expressed concern that this identity could be lost with the Borough providing a large number of new homes for people who will simply commute each day to jobs in Manchester or Liverpool and have a limited relationship with Warrington and its communities.
- 3.1.11 An essential component of the vision is therefore to ensure that the Borough's unique identity is maintained and enhanced. This is both in the context of Warrington's distinct role in the wider North West region and in the relationship between the Town, countryside and surrounding settlements within the Borough itself.

- 3.1.12 Warrington benefits from extensive open space and waterways networks. New development provides the opportunity to connect into and enhance these networks, providing new areas of open space for recreation, ecology and new routes for walking and cycling. A number of major waterways pass through the Borough but over recent years, development has not always exploited this potential and too often development turns its back on the water and connections are fragmented with many areas of the waterside inaccessible. New development provides an opportunity to open up the Borough's waterways and green spaces and ensure they become integral to Warrington's character.
- 3.1.13 As we invest in infrastructure, we also need to recognise there is a need for a transformation in the way people move around Warrington and travel into and out of the Borough. The Local Plan closely reflects the Council's new Local Transport Plan (LTP 4) to ensure that growth over the Plan period and beyond is supported by new transport infrastructure and services, which will reduce the reliance on the private car by promoting walking and cycling, whilst at the same time ensuring that the existing transport network is safe and efficient. This is the only sustainable way to address the travel issues experienced in Warrington and such an approach will have major environmental benefits. It will also promote active and healthier lifestyles and ensure that everyone is able to easily get to where they live, shop, study, work and access local services.
- 3.1.14 As a Council, Warrington is leading the way in terms of delivering a wide range of projects to promote sustainable energy production and is on track to becoming carbon neutral itself by 2030. The Council is committed to working with its residential and business communities to ensure Warrington as a whole transitions towards carbon neutrality. This will require new development to be energy efficient and promote renewable and decentralised energy production. If we are to make Warrington a truly sustainable place we also need to ensure the sustainable management of waste and mineral resources.

## **3.2 Plan Objectives**

### **Introduction**

- 3.2.1 The Plan Objectives cover a range of development themes. They will ensure that the individual elements of the Local Plan are collectively able to deliver the Plan's overall vision.
- 3.2.2 The Objectives have been used to help assess different options for the Plan's Spatial Strategy and provide a basis for developing individual planning policies. They are based on the Objectives of Warrington's previous Local Plan Core Strategy but have been updated to reflect Warrington's future development needs, wider Council strategies and in response to changes to Government Planning Policy.

3.2.3 The Objectives have been refined during the process of Plan preparation, taking into account representations made during previous Local Plan consultations.

### Objectives

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

- delivering a minimum of 14,688 new homes (equating to 816 per year) between 2021/22 and 2038/39, and
- supporting Warrington's ongoing economic success by ensuring provision is made to meet the need for 168 hectares of employment land between 2021/22 and 2038/39.

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

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

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

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

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

### Why we have taken this approach

3.2.4 Using the previous Plan's Objectives as the starting point for the new Plan's Objectives will ensure a level of continuity in the planning of the Borough. A significant amount of public consultation and evidence base work informed the previous Plan, which was adopted in 2014.

3.2.5 The Objectives have been updated to reflect the higher level of development that Warrington must plan for in order to meet its future development needs whilst retaining the character and liveability of the Town. There has also been significant change in national planning policy with the publication of new versions of the National Planning Policy Framework and associated National Planning Policy Guidance.

3.2.6 The Council has produced a detailed assessment of the need for future homes, employment land and retail and leisure uses. The Council is planning for a level of

homes to meet the Government's minimum requirement. This will ensure enough homes are provided for Warrington's growing population, including a substantial provision of affordable homes. It will also support the number of jobs that will be created from Warrington's future economic growth and will help address current issues of affordability. Further detail on the number of homes and amount of employment land that the Local Plan will provide is set out in the Spatial Strategy below and the policies under Objective W1 in the next section.

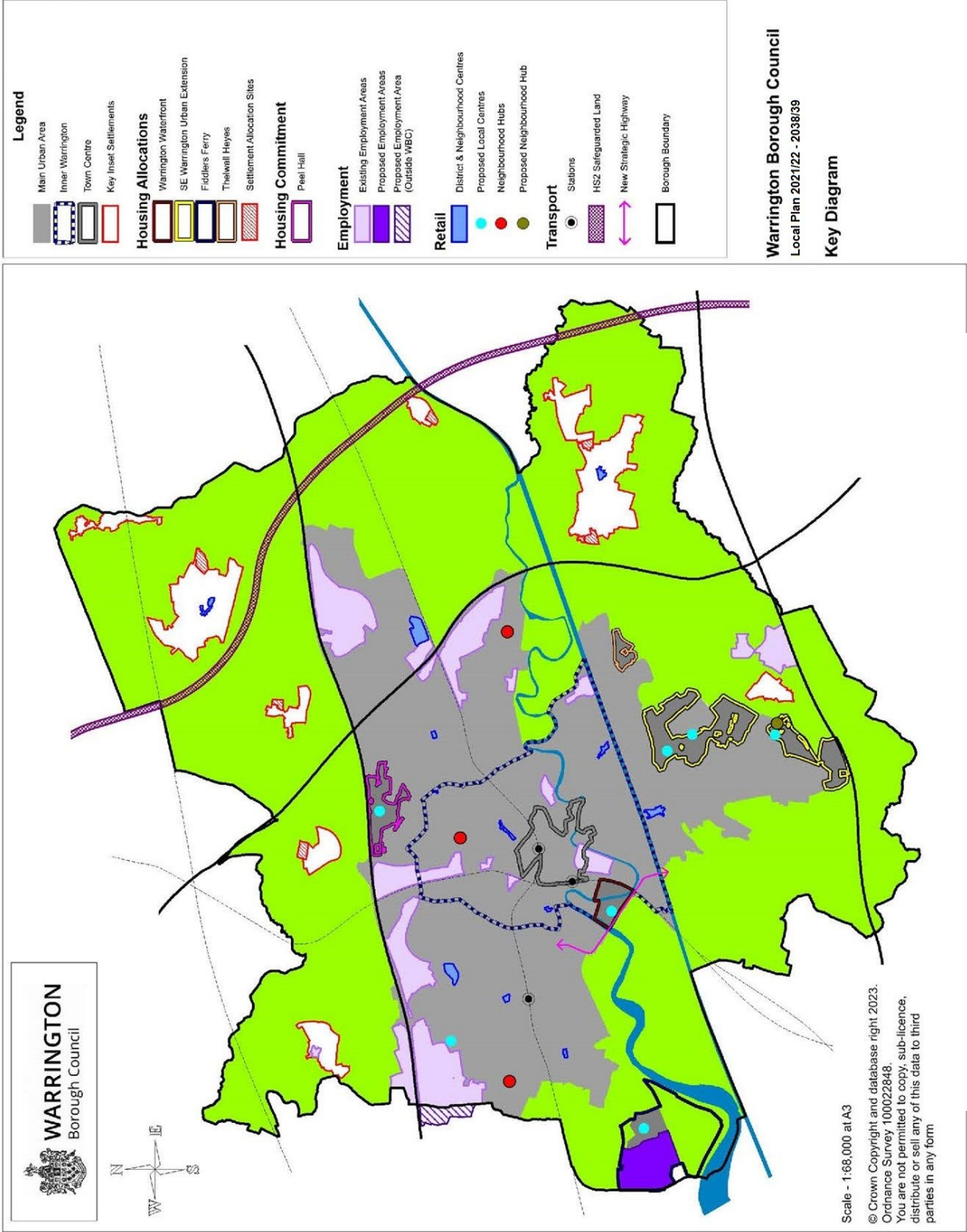
- 3.2.7 Previous Plans have been successful in promoting the ongoing regeneration of the Inner area of Warrington, ensuring productive development of brownfield land and in securing significant investment in the Town Centre. This remains the priority of the Council. The majority of new development will be within the existing urban area and the Council has significant ambitions to intensify development in the Town Centre and surrounding inner urban area. This will also help with the Council's desire to keep overall journey distances shorter, thus reducing the need to travel by car.
- 3.2.8 In order for Warrington to meet its future development needs there is however the need for land to be released from the Green Belt. The Objectives will ensure that development on former Green Belt land complements rather than competes with development within the existing urban area and that new infrastructure investment will benefit the Borough as a whole. The Objectives will also help to ensure that the revised Green Belt boundaries are able to endure over the long term, well beyond the end of the Plan period in 2038/39.
- 3.2.9 Specific Objectives have been retained, refined and strengthened to deliver the other key elements of the vision. These include infrastructure investment; reducing the need to travel by car; promoting sustainable modes of transport and active lifestyles; ensuring protection and enhancement of the Boroughs' unique character and its built and natural assets; and ensuring Warrington's long term environmental sustainability, including addressing the commitments made by the Council in declaring climate change and ecological emergencies.

### **3.3 Plan Spatial Strategy**

#### **Introduction**

- 3.3.1 The Spatial Strategy shows how the Local Plan will accommodate and manage development in different locations across the Borough in accordance with the Plan's Vision and Objectives.
- 3.3.2 The Spatial Strategy has emerged following consideration of a range of alternative options. It has been informed by the sites submitted by developers and landowners as part of the Local Plan 'call for sites' and the large number of representations made to previous Local Plan consultations.

- 3.3.3 It has been informed by both planned infrastructure investment and also by the ability to deliver new and improved infrastructure to support new development and the growth of Warrington as a whole.
- 3.3.4 The Spatial Strategy is illustrated in Figure 3 - Local Plan Key Diagram with further detail provided in the policies under Objective W1 and in the strategic site allocations.



**Figure 3 – Local Plan Key Diagram**

## Why we have taken this approach

3.3.5 The Plan's main priority remains to optimise the development potential of the existing urban area. As such a number of key elements of the previous Plan's Spatial Strategy therefore remain. These include intensifying development in the Town Centre and the Inner area of Warrington. 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.

3.3.6 It is not possible however to meet all of Warrington's development needs within the existing urban area. The Plan's Spatial Strategy has therefore been developed in order to meet the need for new homes, employment land and retail supported by wide-ranging infrastructure improvements.

### Spatial Strategy for meeting our need for new homes

3.3.7 The existing urban area can accommodate around 10,900 new homes in the Plan period. This means there is the requirement to release Green Belt land for around 4,400 homes in order for the Council to meet its housing requirement.

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:

- 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 2038/39, with a potential for a further 1,800 homes beyond the Plan period;
- development of Fiddlers Ferry opportunity site for 860 homes in the Plan period up to 2038/39;
- development at Thelwall Heys of around 310 homes; and
- 'incremental growth' across the outlying settlements of around 800 homes.

3.3.9 The Council believes this option provides the most appropriate Spatial Strategy for meeting Warrington's housing needs.

3.3.10 The South East Warrington Urban Extension (SEWUE) will deliver a wide range of infrastructure and services to support the new development. Internal roads will be designed to include segregated pedestrian and cycle paths and provide high levels of priority for public transport services. New greenways will also be created which will connect to all parts of the urban extension. Residents will have improved access to the Town Centre and ease of access to employment areas across Warrington.

3.3.11 The Fiddler Ferry Opportunity site will provide a new sustainable residential community whilst enabling the regeneration of Fiddlers Ferry Power Station, the largest available brownfield site in the Borough.



- 3.3.12 The Thelwall Heys site has the benefit of increasing housing delivery in the early part of the Plan period, complementing the larger development sites without having a material impact on the functioning of Warrington's Green Belt.
- 3.3.13 These areas of development will each provide a high quality residential environment, sensitive to the heritage and ecological assets within the sites themselves and in their surroundings. They can also be effectively integrated into the Borough's green infrastructure network and provide extensive areas of open space for recreation and biodiversity. Green and waterside links will enable connections for walking and cycling within the development areas and to the wider Warrington area.
- 3.3.14 Incremental development within the settlements will provide housing choice and help support local services without placing unacceptable pressure on local infrastructure. It will ensure that the character of the respective settlement is maintained.
- 3.3.15 The revised Green Belt boundaries will ensure the long term integrity of the Green Belt. The additional development capacity provided within the SEWUE, together with anticipated future capacity within the Town Centre and wider existing urban area, will ensure the revised Green Belt boundaries will endure well beyond the end of the Plan period.
- 3.3.16 The Council has considered a range of alternative spatial options for meeting its future housing needs. Consideration was given to larger scale extensions to one or more of the outlying settlements. This option was discounted due to:
- the impact on the character of the settlements;
  - the increase in car trips that would be generated given the increased distance from the settlements to existing and future employment locations in the Borough; and
  - infrastructure investment in the settlements not providing wider benefits to address existing deficiencies in the main urban area.
- 3.3.17 The Council also considered a range of alternative locations for Green Belt release adjacent to the main urban area. The previous version of the PSVLP (2019) included the South West Urban Extension. This was given further detailed consideration, but options including this urban extension did not perform as well as the chosen Spatial Strategy. In particular, the South West Urban Extension would not enable the brownfield regeneration benefits of Fiddlers Ferry or such wide ranging infrastructure benefits as the South East Warrington Urban Extension. The Council also has concerns about the potential impact on the Western Link.
- 3.3.18 A number of other options have been given detailed consideration during the preparation of the Local Plan but none performed as well as the chosen Spatial Strategy:

- A more dispersed pattern of development would make it harder to deliver the required level of infrastructure to support the level of housing growth.
- An urban extension to the west of Warrington would have a significant impact on the function of the Green Belt separating Warrington from Widnes and it would be harder to mitigate the impacts on social and physical infrastructure.
- An urban extension to the north of Warrington would have considerable traffic impacts on the A49 and Junction 9 of the M62. It would also impact on the character of Winwick and the designated historic battle ground.
- An urban extension to the east of Warrington would have significant ecological impacts and potentially sterilise mineral reserves.

#### Spatial Strategy for meeting our Employment Land needs

- 3.3.19 The Council has identified a total need of 168 hectares of employment land up to 2038/39.
- 3.3.20 With regard to employment land, the Spatial Strategy seeks to protect and increase land supply within the existing urban area. Employment areas at Omega, Birchwood and Woolston are performing well and the Council is seeking to increase the office supply in the Town Centre. These areas however are rapidly running out of capacity to provide for new employment land and the Council's realistic urban supply has reduced to 38.87ha.
- 3.3.21 The Council has agreed in principle with St Helens Council that a 31.2 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 97.94 hectares.
- 3.3.22 The Council has reassessed all of the potential employment sites submitted for consideration as part of the Local Plan process with regard to their ability to meet market demands and against a range of detailed site and sustainability criteria, including location, means of access and Green Belt performance. A further key consideration was how the sites related to the emerging Spatial Strategy of the Plan and to planned infrastructure.
- 3.3.23 The main employment site has been allocated at:
- 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.
- 3.3.24 The proposed site at Fiddlers Ferry provides a total of 101.0 ha, which is marginally above the required need by around 3 ha. The Council considers that there is a strong likelihood further employment land will come forward 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.

- 3.3.25 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 motorway junction improvements, will have been delivered and the impacts of any further required employment allocations can be fully appraised.

Our Spatial Strategy for meeting Retail Needs

- 3.3.26 Having updated its Retail Needs Assessment and undertaken previous Town Centre health checks, the Council considers the retail hierarchy from the previous Plan remains appropriate and this is reflected in the Spatial Strategy. The Retail Needs Assessment re-affirms the risk to the Town Centre of any further out of centre retail development. Further detail is provided in Policy DEV5.

- 3.3.27 The Retail Needs Assessment does not identify the need for any substantive additional convenience or comparison floorspace over the Plan period. A limited amount of new retail floorspace is proposed for the Local Centres to be provided in the Waterfront, Fiddlers Ferry Opportunity Site and the South East Warrington Urban Extension in order to support new local communities.

Infrastructure to Support Warrington's Growth

- 3.3.28 The Council's Infrastructure Delivery Plan (IDP) provides details on the wide range of infrastructure required to support the Local Plan. This includes the cost of infrastructure, funding sources and timescales for delivery. The infrastructure requirements include new and improved schools, health facilities, parks and open spaces, recreational facilities, environmental improvements, community facilities and transport schemes.

- 3.3.29 The Western Link is the largest transport infrastructure scheme and 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. 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.

- 3.3.30 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, the South East Warrington Urban Extension and Fiddlers Ferry Opportunity site, require extensive new infrastructure and improvements to existing infrastructure to support new development.

- 3.3.31 This will have implications for the Council's 5 year land supply as the lead in times for infrastructure delivery mean that new homes in these allocation sites will only be able to make a minimum contribution in the first 5 years of the Plan. The Council is therefore proposing a Stepped Housing Requirement over the Plan period in

recognition of the need to ensure the timely delivery of infrastructure to support these major developments. Further detail of the development trajectory is provided in Policy DEV1.

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

### **3.4 Exceptional Circumstances for Green Belt Release**

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

#### Optimising development potential of the existing urban area

- 3.4.2 In accordance with paragraph 141 of the NPPF the Council has examined fully all other reasonable options for meeting Warrington's identified need for development before concluding that exceptional circumstances exist to justify Green Belt release.
- 3.4.3 The Local Plan will ensure that as much use as possible is made of suitable brownfield sites and underutilised land.
- 3.4.4 The Council has carried out a comprehensive review of its Strategic Housing Land Availability Assessment (SHLAA) and Brownfield Register. In doing so the Council has incorporated the Town Centre masterplanning work undertaken by Warrington & Co. This ensures the Council has a single robust assessment of the capacity of the existing urban area, including brownfield sites within the Borough's outlying settlements and a small number of brownfield sites within the Green Belt where the principle of development is established.
- 3.4.5 The Council recognises that some of these opportunities will fall outside of the Plan period. Together with the longer term delivery from the Plan's site allocations and other potential sites within the wider existing urban area, this negates the requirement to take any additional land out of the Green Belt as Safeguarded Land.
- 3.4.6 Following previous Local Plan consultations the Council has reviewed its density assumptions for the Town Centre and Inner Warrington and is reviewing its residential parking standards, recognising the potential for high density development in these locations. The Council is proposing minimum density

requirements for the Town Centre and other sites that are in highly sustainable locations, together with minimum requirements for all site allocations to minimise the amount of Green Belt release required.

- 3.4.7 The Council has reconfirmed that no neighbouring authorities are able to meet any of Warrington's housing development needs. St Helens are making a contribution to meeting Warrington's employment land needs through the proposed western extension of the existing Omega development. This is demonstrated in the Council's Statement of Common Ground. It is also apparent that all of Warrington's neighbouring authorities are having to release Green Belt land themselves to meet their own development needs.

#### Warrington's Exceptional Circumstances

- 3.4.8 The starting point for Warrington's Exceptional Circumstances is the requirement to ensure that sufficient land is provided to meet Warrington's development needs. The Plan's proposed housing requirement will ensure that issues of affordability are addressed and that sufficient homes are provided to support the planned level of economic growth, but this can only be achieved with the release of Green Belt.
- 3.4.9 The Exceptional Circumstances are further justified through the Spatial Strategy of the Plan. The Plan will enable the creation of new sustainable communities but in a manner which will support the delivery of strategic infrastructure required to address existing issues of congestion and unlock major development sites with significant brownfield capacity.
- 3.4.10 This will ensure that the release of Green Belt land will work in parallel with brownfield development and infrastructure delivery to provide a comprehensive Plan for Warrington as a whole.
- 3.4.11 Exceptional Circumstances can also be demonstrated for each area of Green Belt release:
- 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.

#### Implications of not meeting Warrington's full development needs

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

**STRATEGIC**

**PLANNING POLICIES**

## 4 Policies Relating to Objective W1

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

- delivering a minimum of 14,688 new homes (equating to 816 per year) between 2021/22 and 2038/39, and
- supporting Warrington's ongoing economic success by meeting the need for 168 hectares of employment land between 2021/22 and 2038/39.

### 4.1 Planning for Warrington's New Homes

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

### Policy DEV1 – Housing Delivery

#### Housing Requirement

1. Over the 18 year Plan period from 2021/22 to 2038/39, 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.

#### Housing Distribution

2. The majority of new homes will be delivered within the existing main urban area of Warrington, the existing inset settlements and other sites identified in the Council's Strategic Housing Land Availability Assessment (SHLAA), which together have identified deliverable capacity for a minimum of 10,887 new homes.



3. The following sites will be removed from the Green Belt and allocated for residential development:

- a. South East Warrington Urban Extension – minimum of 4,200 homes of which a minimum of 2,400 homes will be delivered in the Plan period.
- b. Land at Fiddlers Ferry – minimum of 860 homes will be delivered in the Plan period as part of a wider mixed use development.
- c. Thelwall Heys – minimum of 310 homes will be delivered in the Plan period.

4. A minimum of 801 homes will be delivered on allocated sites to be removed from the Green Belt adjacent to following outlying settlements:

- a. Croft – minimum of 75 homes
- b. Culcheth – minimum of 200 homes
- c. Hollins Green – minimum of 90 homes
- d. Lymm – minimum of 306 homes
- e. Winwick – minimum of 130 homes

#### Housing Density

5. New residential development should optimise the amount of housing developed on a site. New development should therefore aim to achieve the following minimum densities:

- a. at least 130 dwellings per hectare (dph) on sites that are within the defined Town Centre of Warrington subject to complying with the requirements of the Warrington Town Centre SPD;
- b. at least 50dph on sites that are within the wider Town Centre Masterplan area and sites adjacent to a district centre or in other locations that are well served by frequent bus or train services; and
- c. at least 30dph on all other sites across the Borough.

6. Densities less than those specified in part 5 above 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.

#### Stepped Housing Requirement

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

- a. 2021/22 to 2025/26 (first 5 years) – 678 homes per annum.
- b. 2026/27 to 2038/39 (years 6 - 18) – 870 homes per annum.

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

## Why we have taken this approach

### Setting the Housing Target

- 4.1.6 The target of 816 homes per annum over the Plan period has been established using the Government's Standard Housing Methodology and has been assessed in detail within the Council's Local Housing Needs Assessment (2021). This represents the minimum number of homes that Warrington is expected to plan for, in a way which addresses projected household growth and historic under-supply.
- 4.1.7 In parallel the Council has also updated its Economic Development Needs Assessment (2021) to ensure that the Plan's housing and employment requirements are balanced.
- 4.1.8 The Local Housing Needs Assessment models the increased working age population that would result from a housing requirement of 816 homes per annum up to 2038 (15 years post the estimated adoption of the Plan). This increase in working age population is considered to be sufficient to support the number of additional jobs that are likely to be created in Warrington, taking into account the latest jobs forecasts for the Borough.
- 4.1.9 Setting the housing requirement of the Plan to the minimum requirement under the Government's methodology therefore has the potential to meet Warrington's future housing needs and support its continued economic growth, whilst minimising the impact on the Borough's Green Belt.

### Housing Distribution and Trajectory

- 4.1.10 The distribution of housing is based on the Plan's Spatial Strategy as set out in the previous chapter.
- 4.1.11 The NPPF (paragraph 73) requires local planning authorities to illustrate the expected rate of housing delivery over the Plan period through a 'housing trajectory'.
- 4.1.12 The NPPF also requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement. This should include a buffer moved forward from later in the Plan period.
- 4.1.13 In Warrington's case the buffer should be 20% given past performance against the Government's Housing Delivery Test.
- 4.1.14 The Plan's housing trajectory is shown in Appendix 1 of the Local Plan. The trajectory confirms that the Plan provides for a sufficient land supply to deliver the housing requirement for the Borough over the Plan period as a whole. However, the need to release Green Belt land and the lead in times for the infrastructure required to support the larger allocation sites means that there will be a relatively lower level of

housing delivery in the early years of the Plan period, with housing delivery increasing over time.

- 4.1.15 The Council is therefore proposing a Stepped Housing Requirement. The housing requirement over the first 5 years will be 678 dwellings per annum. This will match deliverable supply over this period when the 20% buffer is added. The requirement over the remaining 13 years of the Plan, will increase to 870 dwellings per annum. This will ensure the overall requirement of 14,688 is met.
- 4.1.16 The Government's planning guidance recognises that such an approach is appropriate where strategic sites such as those being proposed by the Council will have a phased delivery or are likely to be delivered later in the Plan period (PPG Housing and Economic Land Availability Assessment para 34).
- 4.1.17 The Council's Annual Monitoring Report (AMR) will update the housing trajectory each year, helping to ensure a five year supply is maintained throughout the Plan period and signalling any need for intervention and/or Plan review.
- 4.1.18 Land at Peel Hall was allocated in the Updated Proposed Submission Version Local Plan (2021) 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.

#### Housing Density

- 4.1.19 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. Sites that are considered to be well served by frequent 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. 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.

#### Supply beyond the Plan Period

- 4.1.20 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.

## **Policy DEV2 – Meeting Housing Needs**

### Affordable Housing

1. In residential development of 10 dwellings or more or where the site has an area of 0.5 hectares or more, affordable housing will be required to be provided on the following basis:
  - a. 20% on sites within Inner Warrington, inclusive of the Town Centre.
  - b. 30% elsewhere in the Borough and on all greenfield sites irrespective of their location.
2. Where 20% affordable housing provision is made within Inner Warrington and the Town Centre, half of the units should be for affordable housing for rent and half should be for affordable home ownership.
3. Where 30% affordable housing provision is made elsewhere in the Borough, affordable home ownership should account for one-third of the total affordable housing units, with two-thirds being affordable housing for rent.
4. The exception to parts 2 and 3 of this policy is 'build to rent' schemes where all affordable housing should be rented.
5. The Council will require rent to be set in accordance with the Government's rent policy for Social Rent or Affordable Rent subject to not exceeding Local Housing Allowance rates, or be at least 20% below local market rent (including service charge) and not exceed Local Housing Allowance rates.
6. In accordance with Planning Practice Guidance, at least 25% of all affordable housing units delivered by developers through planning obligations should be 'First Homes'. First Homes must be discounted by a minimum of 30% against market value. This will be increased to a 40% discount south of the Manchester Ship Canal, having regard to the nationally set cap of £250,000 (post-discount).
7. Where general discounted market housing for sale is proposed, evidence must be provided to demonstrate that the homes are genuinely affordable in the location they are being proposed.
8. A lower proportion of affordable housing and/or different tenure split will only be permitted where it can clearly be demonstrated to the satisfaction of the Council that development would otherwise not be financially viable, or where there is clear evidence from a Registered Provider that an alternative tenure composition is required to ensure a development is deliverable.

9. Affordable housing should be provided on the application site. Only in exceptional circumstances where the nature of the site is deemed unsuitable for affordable housing will the Council accept a commuted sum in lieu of on-site provision.
10. Where an applicant can demonstrate that there are building(s) on the application site which are genuinely vacant, the Council will credit the existing floorspace of the vacant building(s) against the overall floorspace of the new development.
11. The Council will require that affordable housing is provided for households and individuals eligible for the specific tenure of affordable housing in accordance with the Council's nomination policy and will seek to ensure that the affordable housing is secured in perpetuity.

#### Housing Type and Tenure

12. Residential development should provide a mix of different housing sizes and types and should be informed by the Borough-wide housing mix monitoring target as set out 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.
13. The Council will require affordable homes to be built to the same design standards as private homes. Where new development is providing flats as well as houses the Council will require a proportionate balance across private and affordable tenures.

#### Space Standards

14. The Council will seek to provide dwellings that are appropriately sized and arranged to create well designed homes in accordance with Nationally Described Space Standards.
15. The Council will require all dwellings to have appropriate outdoor amenity space.

#### Optional Standards

16. The Council will seek that, as a minimum, all homes should be provided to Building Regulation Standard M4(2) 'Accessible and Adaptable dwellings'.
17. 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 over 0.5 of a hectare or of 10 dwellings or more.
18. In cases where the above requirements are genuinely not viable or technically feasible, the Council will expect to see evidence of this before any lower level of provision is permitted.

#### Housing for Older People

19. The Council will support applications for Supported and Extra Care housing in accessible locations, subject to other relevant policies in the Plan. Affordable

housing provision will be required for all elements of a proposal that would create self-contained dwellings.

#### Self and Custom Build

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

#### Houses in Multiple Occupation

21. Proposals for the change of use or sub-division of existing buildings to form flats or Houses in Multiple Occupation (HMOs) will be granted permission provided they would:
- a. avoid harming the character and/or appearance of the area;
  - b. avoid harming the amenities enjoyed by occupiers of neighbouring residential properties;
  - c. provide satisfactory levels of amenity for their future occupier(s) in terms of outlook and natural light; and
  - d. provide off-street parking provision that is reflective of the needs of the HMO taking account of the number of occupiers, its location, nature of adjacent highway, existing parking situation, existing highway network issues and potential impact on safety and amenity.

### **Why we have taken this approach**

#### Affordable Housing

- 4.1.21 The NPPF requires Local Plans to meet their full, objectively assessed needs for affordable housing where this is consistent with other Plan policies. Affordable housing in this context is specifically defined in the NPPF (see glossary).
- 4.1.22 Warrington's Local Housing Needs Assessment (2021) assesses the overall need for affordable housing. It concludes that the overall need for affordable housing amounts to 433 homes per annum between 2021 and 2038. Despite this having increased from 377 since the previous LHNA (2019) was published, gross need has actually reduced but so too have re-lets of existing properties and so overall need has increased to 433 homes per annum.
- 4.1.23 The NPPF makes it clear that affordable housing should be provided on major residential schemes and not minor developments (under 10 homes). The policy requires that 30% affordable housing is provided in the majority of Borough, excluding brownfield sites in Inner Warrington and the Town Centre where required provision is lower at 20%. This recognises the lower level of viability in Inner Warrington in accordance with the Local Plan Viability Assessment (2021).
- 4.1.24 The LHNA identifies that the majority of affordable housing need in Warrington is for affordable homes for rent. Securing affordable homes for rent is therefore the

Council's priority. Taking into account the minimum provision of low cost home ownership in accordance with the NPPF, this means in Inner Warrington the Council will seek a 50/50 split between rented and low cost home ownership, with a 67/33 split in all other areas.

- 4.1.25 The Council has considered the Borough's total affordable housing need in the context of its likely delivery through Policy DEV2. If the full need was to be met in this way then this would require a significant increase to the overall housing requirement to a level comparable to that which raised significant environmental concerns when assessed as part of the Preferred Development Option (2017) and later at the Proposed Submission Version Local Plan consultation in 2019. Any significant increase would also require housing to be delivered at a consistently higher rate than Warrington has achieved historically. The Council is therefore not proposing a further uplift to its proposed housing target of 816 dwellings per annum.
- 4.1.26 In addition, by providing flexibility in land supply, there is the potential for further delivery should the housing market be able to deliver at a higher rate.
- 4.1.27 The Council will seek to secure affordable housing provision in perpetuity; however, 'staircasing' – the process which allows occupiers to own a greater proportion of their home - will be supported where the value from the sale is re-invested in affordable housing in Warrington.
- 4.1.28 There is also now a national requirement to provide 'First Homes' (PPG, May 2021), which are discounted by a minimum of 30% against market value. The Council has increased this discount to 40% in the southern parts of the Borough to ensure 'First Homes' are still affordable, given higher house prices. The Council is aware that there are other areas of the Borough where there are affordability challenges, including the north east of the Borough. The Council will therefore keep these discounts under review.
- 4.1.29 The Council's preference for the remainder of low cost housing is shared ownership, or similar products such as rent to buy. If discount market housing is justified as an alternative, the Council will require the discount to be to a level that is affordable for those households in an area who are currently renting and are unable to afford to buy a home. This should be calculated using lower quartile private rents across the Borough, assuming rent accounts for 25% of household income.
- 4.1.30 Where there is a demonstrable local need, the Council will prioritise appropriate accommodation for Key Workers through its nomination policy or through local lettings policies.
- 4.1.31 Where an applicant submits a viability assessment to demonstrate that full provision of affordable housing is not viable, the Council will undertake an independent review of this assessment, at the cost of the applicant.

#### Off-site Affordable Housing

- 4.1.32 The Council's priority will always be to secure on-site affordable housing to ensure mixed and balanced communities. Only in exceptional circumstances will the Council consider a commuted sum where the site is demonstrably not suitable for affordable housing.
- 4.1.33 Where the Council has agreed a commuted sum in lieu of on-site affordable provision, the money will be spent on the provision of new affordable housing on suitable sites elsewhere in the Borough. The Council may also use commuted sums in the form of bridging funds to subsidise the provision of rented units or specialist accommodation by a Registered Provider.
- 4.1.34 The level of commuted sum sought will reflect the developer subsidy that would have been required had provision been made on-site. This will ensure that there is no difference in the level of contribution towards affordable housing between on and off-site provision.
- 4.1.35 It will be the responsibility of the developer to calculate the value of the commuted sum in agreement with the Council. The commuted sum should be calculated as the Residual Land Value of the site based on 100% market housing, less the Residual Land Value of the site including policy compliant affordable housing.
- 4.1.36 The calculation will need to be based on Warrington's Local Housing Allowance for the rented proportion of the affordable housing and take into account local market values for the low cost homes ownership proportion.

#### Vacant Building Credit

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

#### Housing Mix

- 4.1.40 The LHNA (2021) has made an assessment of housing need by both tenure and type of housing. This is broken down by dwelling size and also market housing, low cost home ownership and affordable rent. In summary demand identified in the Borough is as follows:



**Table 1 - Housing Demand in Warrington**

	<b>1-bedroom</b>	<b>2-bedrooms</b>	<b>3-bedrooms</b>	<b>4+ bedrooms</b>
Market	5%	30%	50%	15%
Affordable home ownership	20%	40%	30%	10%
Affordable housing (rented)	40%	30%	25%	5%

4.1.41 There is a notable demand in Warrington for 1 and 2 bed affordable rented properties, particularly for young families and a shortage of 2 and 3 bed houses for affordable home ownership. In the market sector, a balance of property sizes is required that takes account of current demand and the changing demographic profile over the Plan period. This includes a proportion of 2 bedroomed market properties for which there is a demand in Warrington as there is a low level of existing stock.

4.1.42 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. 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. 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.

Space Standards

4.1.43 To help ensure that new dwellings are appropriately sized and arranged to create well designed spaces, 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. Standards for outdoor amenity space will be set out in the updated Design Guide SPD which the Council anticipates will be adopted in 2024.

Optional Standards

4.1.44 The PPG provides the basis for the Council to set standards relating to the optional standard M4(2) (accessible and adaptable dwellings), and/or M4(3) (wheelchair user dwellings), of the Building Regulations. The Council has used its Local Housing Needs Assessment to set the percentage requirements for these standards and has tested these requirements through its Local Plan Viability Assessment (2021). In particular, it is considered that the M4(2) standard has a minimal increase in cost to developers yet provides for homes to be accessible and adaptable in future allowing residents to stay in their homes for life.

- 4.1.45 As set out in Approved Document M of the Building Regulations - Volume 1: Dwellings, to comply with requirement M4(2), step free access must be provided. Generally this will require a lift where a dwelling is accessed above or below the entrance storey. This may raise viability issues for particular types of development, for example for blocks of four storeys or less. The Council will seek to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access. However, for certain types of buildings this requirement may be subject to development-specific viability assessments and consideration should be given to the implication of ongoing maintenance costs on the affordability of service charges for residents. Where such assessments demonstrate that the inclusion of a lift would make the scheme unviable or mean that service charges are not affordable for intended residents, the units above or below the ground floor that cannot provide step free access would only need to satisfy the requirements of M4(1) of the Building Regulations.
- 4.1.46 The requirement for 'wheelchair user dwellings' applies to all tenures. However part M4(3) of the Building Regulations regarding 'wheelchair user dwellings' distinguishes between 'wheelchair accessible' (a home readily useable by a wheelchair user at the point of completion) and 'wheelchair adaptable' (a home that can be easily adapted to meet the needs of a household including wheelchair users). The PPG states that Local Plan policies for wheelchair accessible homes should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling.

#### Housing for Older People and People with disabilities

- 4.1.47 Warrington's older population is growing quickly and at a faster rate than the wider North West region and England as a whole. Over the Plan period the population of Warrington aged 75 or older is projected to increase by almost 50%. The Council Families and Wellbeing Directorate is taking a proactive role to addressing this demand and the Local Plan will contribute to their wider delivery strategy.
- 4.1.48 The LHNA identifies the need for around 25% of new homes in Warrington to be provided to accommodate older persons and for an additional 1,053 bedspaces within extra care facilities (LHNA Table 48). Whilst the need for bedspaces needs to be addressed over the Plan period, the Council's overall strategy to encourage more independent living will be an important factor in decision making, where this is appropriate.
- 4.1.49 The requirements for M4(2) (accessible and adaptable dwellings), and/or M4(3) (wheelchair user dwellings) will have a positive impact in meeting older persons needs over the Plan period. The Main Development Areas also have specific requirements to make provision for specialist housing for older people.
- 4.1.50 Specialist homes for elderly people range from sheltered accommodation, residential care homes to extra care or adaptable homes depending on the nature of the site and proposals and demand in the local area. For residential care homes a minimum of 80-120 bedroom spaces would be needed to reach the necessary critical

mass to run a 24/7 operation. For sheltered housing a smaller number of approximately 30 units (or fewer) is acceptable. Demand for smaller units has been highlighted by colleagues and partners in adult social care.

- 4.1.51 In terms of location, extra care facilities should be located to ensure ease of access for visitors and to enable residents to access local services where appropriate. These will be dealt with on a site by site basis.

#### Custom and Self Build

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

#### HMOs

- 4.1.53 The policy is intended to manage HMOs coming forward in the Borough. It should be noted that a license is required to rent out an HMO and this is subject to additional requirements including space standards.

#### Other Needs

- 4.1.54 The Council has identified other needs across the Borough as set out in the Local Housing Needs Assessment (2021) – including students, service families and those wishing to rent – and will monitor progress to ensure necessary provision is made. If necessary provision is not being made and a specific policy requirement is identified then this will be dealt with through a future review of the Plan.

### **Policy DEV3 – Gypsy & Traveller and Travelling Show People Provision**

#### Meeting Identified Need

1. The Council and its partners will work together to provide an adequate supply of sites for Gypsies and Travellers and Travelling Showpeople to meet identified needs.
2. Provision will be made between 2021 and 2032 for a minimum of an additional:
  - a. 2 permanent pitches for Gypsies and Travellers;
  - b. 5 permanent plots for Travelling Showpeople; and
  - c. 5-10 transit pitches for Gypsies and Travellers.
3. The need for Gypsy & Traveller's and Travelling Showpeople for the remainder of the Plan period beyond 2032 will be assessed in a future review of the Local Plan.
4. Identification of sites to meet needs up to 2038 and any unmet need up to 2032 will be confirmed through a future review of the Local Plan.

### Proposals for new sites

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

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

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

### Protection of Gypsy & Traveller and Travelling Showpersons Facilities

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

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

## **Why we have taken this approach**

### Identified Need

- 4.1.55 To respond to the needs of the whole community, there is a need to ensure adequate provision is made within the Borough to meet the accommodation needs of Gypsy & Travellers and Travelling Showpeople.
- 4.1.56 National planning policy (Planning Policy for Traveller Sites - DCLG, 2015) requires local planning authorities to make an assessment of the accommodation needs for

Gypsy & Travellers and Travelling Showpeople and to meet that need through the identification of land for sites. More specifically, it requires local planning authorities to identify a supply of deliverable sites sufficient to provide 5 years' worth of sites against their locally set target and a supply of developable sites, or broad locations for growth, for years 6 to 10 and, where possible, for years 11-15 of their Local Plan.

- 4.1.57 The Council commissioned a new joint Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) in association with Cheshire West & Chester Council, Cheshire East Council and Halton Borough Council, which was completed in 2018. This assessment takes account of the change to the definition of Travellers for planning purposes contained in the revised version of Planning Policy for Traveller Sites (PPTS) issued in August 2015 and provides a credible evidence base for the provision of new Gypsy and Traveller pitches and Travelling Showpeople plots for the 15-year period from 2017 up to 2032 as required by the PPTS, with a split to 2030 to meet Local Plan periods for Cheshire East and Cheshire West and Chester.
- 4.1.58 The GTAA (2018) provided an up to date position with regard to Warrington's need in terms of Gypsy & Traveller's and Traveling Showpeople as of August 2018. It identified a need for 15 further permanent Gypsy and Traveller pitches between 2017 and 2032 in addition to those consented at the time of the report. This represented a minimum requirement of 1 pitch to be provided every year up to 2032, based on an equal rate of provision over the 15 year period.
- 4.1.59 In terms of Travelling Showpeople the assessment identified a need for 15 plots between 2017 and 2032. This represented a similar minimum requirement of 1 plot to be provided every year up to 2032, based on an equal rate of provision over the 15 year period.
- 4.1.60 The GTAA also recommended that Warrington provides a transit site of between 5 and 10 pitches (see Table 2 below).

**Table 2 - Summary of Gypsy & Traveller and Travelling Showpeople Accommodation Needs for the period 2017 to 2032\***

<b>Requirement for Travellers Accommodation for period 2017 – 2032 (GTAA 2018)</b>				
<b>Type of Provision</b>	<b>Total Need</b>	<b>2017-2022</b>	<b>2023-2027</b>	<b>2028-2032</b>
Gypsy and Travellers (Pitches)	<b>15 (14+1)</b>	5	5	5
Travelling Showpeople (Plots)	<b>15 (13+2)</b>	5	5	5
Transit Provision (Pitches)	<b>5-10 (10-20 caravans)</b>	5-10		

\* The need relates to travellers that meet the definition + 10% unknown need (GTAA 2018)

4.1.61 Table 3 below identifies the authorised sites and their capacity as at 31<sup>st</sup> August 2018.

**Table 3 - List of authorised sites (as at 31<sup>st</sup> August 2018)**

<b>Sites with Permanent Permission at time of GTAA (2018)</b>		
<b>Type of Provision</b>	<b>Number of Pitches/Plots</b>	<b>Date of consent</b>
<b>Gypsy &amp; Traveller sites</b>		
Land adjacent to 57 Gorsey Lane	2	27/10/2003
Pennington Lane (to the west of Toll Bar Cottage)	4	31/07/2017
Smithfield Caravan Park	2	05/11/1999
Two Acre Caravan Park	20	21/09/2017
Woodend Farm	1	27/06/2016
<b>Travelling Showpeople sites</b>		
Liverpool Road, Gt Sankey	2	22/04/2009
Land north of Hall Lane, Stretton	2	27/02/2014

4.1.62 Table 4 identifies the number and capacity of sites that have received planning permission since the GTAA was published and which will therefore contribute towards meeting the need identified in the GTAA Report.

**Table 4 - List of authorised sites (consented since publication of GTAA 2018)**

<b>Sites that have received Permanent Permission since the publication of GTAA(2018)</b>		
<b>Type of Provision</b>	<b>Number of Pitches/Plots</b>	<b>Date of consent</b>
<b>Gypsy &amp; Traveller sites</b>		
Fir Tree Close, Stretton (2018/33053)	5	21/05/2019
Grappenhall Lodge, Cartridge Lane (2019/36470)	6	08/11/2019
Former Timber Yard, Penkford Ln (2020/36470)	2	26/06/2020
<b>Travelling Showpeople sites</b>		
Plot 16, Winwick Road Industrial Estate, Athlone Road (2018/32761)	5	19/07/2018
Land East of Athlone Road (2019/34447)	5	24/04/2019

4.1.63 The Gypsy & Traveller sites that have been consented since the GTAA was published meet all of the need up to 2032 except for 2 pitches. The Travelling Showpeople sites that have been consented since the GTAA was published meet the first 10 years of need up to 2027.

4.1.64 The Council considers that the remaining need for both Gypsy and Traveller and Travelling Show people will come forward from within the existing urban area and/or on previously developed land within the Green Belt. The Council will confirm sites for future provision up to 2038 in a future review of the Plan.

4.1.65 The Council will also seek to identify a site for transit provision. We will consider land in our ownership as part of this process and ask our other public sector partners to do the same.

#### Assessing Further Need and Sites Site Criteria

4.1.66 In assessing any future planning applications for 'windfall' caravan pitches for Gypsy and Traveller occupation to meet identified or newly arising need or demand, the suitability of the site and its impacts on the character of the local area need to be considered. Sites for permanent provision should be located close to local services and facilities.

4.1.67 It is important that site activity and usage does not have an adverse impact on existing residents due to issues such as noise, fumes, or vehicular movements. Sites and proposals should meet highway safety standards, especially in relation to the manoeuvring of large vehicles and trailers.

4.1.68 Careful consideration should be given to how a site can deliver adequate living standards to residents. This includes provisions for power, water, drainage, sewage and waste disposal facilities.

4.1.69 Proposals will be favourably considered where they satisfy the criteria set out in this Policy and other relevant policies of the Plan. For example, those relating to the protection of the Green Belt, heritage assets, open space, the best and most versatile agricultural land, flood risk and nature conservation.

#### Gypsy and Traveller Occupancy Restriction

4.1.70 Planning applications for permanent Gypsy and Traveller and Travelling Showpeople sites will normally be subject to a condition restricting occupancy to those who practice a travelling lifestyle in order to satisfy the definition in Planning Policy for Traveller Sites (DCLG, 2015). This will safeguard pitches for those leading, or intending to resume a nomadic lifestyle as identified within the GTAA, rather than allocations being used to accommodate demand from non-traveller households.

4.1.71 This occupancy restriction will only apply to sites which have been granted planning permission specifically to meet Gypsy and Traveller needs. For other residential caravan sites that have been judged acceptable against other policies, occupancy restrictions of this type would not be appropriate.

#### Protection Existing Facilities

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

## **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Policy for Traveller Sites (2015)
- Planning Practice Guidance (PPG)
- Local Housing Needs Assessment (2021)
- Local Plan Viability Assessment (2021)
- Strategic Housing Land Availability Assessment (2020)
- Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (2018)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

## **Other Planning Documents**

- WBC Planning Obligations SPD (2017)
- WBC Design and Construction SPD (2010)
- WBC Town Centre SPD (2021)

## **Council Wide Strategies**

- WBC Housing Strategy 2018-2028

## **Delivery Partners**

- Private Sector Developers
- Warrington & Co
- Registered Providers



## 4.2 Planning for Warrington's Economic Growth

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

### **Policy DEV4 - Economic Growth and Development**

#### Employment Land Requirement

1. Over the 18 year Plan period from 2021/22 to 2038/39 provision will be made to meet the need for 168 hectares of employment land to support both local and wider strategic employment needs.

#### Employment Land Distribution

2. The Town Centre will provide the main location for new Class E Office development.

3. The following Employment Areas will continue to be the primary locations for industrial, warehousing, offices, distribution development and other B Class Uses:

- a. Omega
- b. Woolston Grange
- c. Appleton & Stretton Trading Estate
- d. Winwick Quay
- e. Birchwood Park
- f. Centre Park
- g. Lingley Mere
- h. Gemini Westbrook

4. The following site will be allocated as a new Employment Area in order to provide sufficient land to meet Warrington's employment land requirements:

Fiddlers Ferry Power Station – 101.0 hectares

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

#### Proposals within Defined Employment Areas

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

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

8. Proposals for E class (office) development outside of existing employment office areas as set out in Part 3 of Policy DEV4 will need to be justified by reference to sequential testing and market appraisal to determine that the development could not be appropriately located on a more accessible central site within or close to the Town Centre in accordance with the Overall Spatial Strategy.

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

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

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

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

- a. Appleton & Stretton Trading Estates
- b. Omega
- c. Woolston Grange
- d. Fiddlers Ferry Power Station

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

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

#### Supporting the Local Economy

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

14. The sustainable growth, expansion and diversification of local and rural businesses will be supported, subject to meeting other relevant Local Plan and national policies.

15. When the genuine needs of local rural businesses cannot be accommodated within settlement boundaries, and development would be located within the Green Belt, proposals will need to demonstrate that 'Very Special Circumstances' exist to warrant the granting of planning permission.

16. The Council will require all major development proposals to maximise access to employment and training opportunities for local residents.

#### Supporting Colleges and Higher Education

17. The Council and its partners will support the operational needs of and the expansion of the Borough's Colleges and Higher Education establishments.

### **Why we have taken this approach**

- 4.2.5 The National Planning Policy Framework (2021) states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 4.2.6 The National Planning Policy Framework (2021) also requires planning policies and decisions to recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 4.2.7 Warrington has ambitions for economic growth, as reflected in the Warrington Means Business regeneration programme, and in the Cheshire and Warrington Local Enterprise Partnership's (LEP) Strategic Economic Plan (SEP).

4.2.8 Warrington is home to the largest cluster of nuclear research and technology firms in the UK based at Birchwood Park, a designated Enterprise Zone, employing over 5,000 people. Warrington also has major employment clusters in:

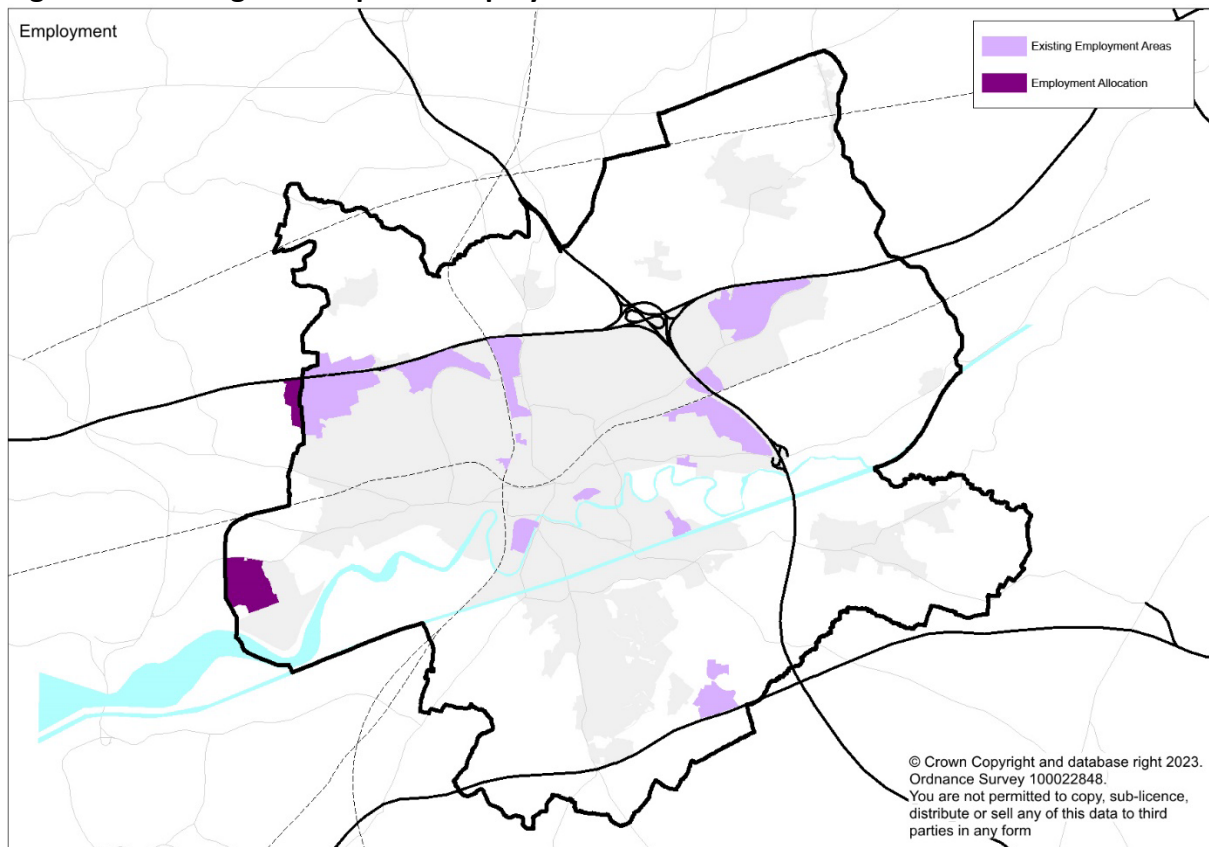
- Logistics
- Precision Engineering
- Energy
- Telecoms and Software
- Business Services

4.2.9 There is strong market interest for distribution and industrial development in the south of Warrington as well as in other locations linked to the main motorway junctions, as well as at Birchwood, Gemini and Woolston Grange.

4.2.10 Office market demand in Birchwood and Gemini is healthy and the Council is actively promoting office development in the Town Centre. Birchwood remains the focus for the largest requirements and there is an identified local need in Lymm.

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

**Figure 4 – Existing and Proposed Employment Sites**



- 4.2.12 The PPG is clear that the assessment of future employment land needs should be determined by looking at both past trends and future forecasting methods, and highlights that these should include historic land take-up and future employment /population change. The methodology employed in the Council’s Economic Development Needs Assessment (2021) assessed both historic land take-up and labour demand and associated sensitivity testing when assessing the most appropriate approach.
- 4.2.13 In determining the amount of employment land needed for the Plan period, 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 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.
- 4.2.14 Confirmation of how the Council is proposing to meet this need is summarised in the Table below:

**Table 5 – Employment Land Needs**

<b>Total Requirement</b>	168ha
Existing supply	38.86 ha
St Helens Omega Extension	31.2ha
Fiddlers Ferry Brownfield Site	101.00 ha
<b>Total Supply</b>	171.06 ha

- 4.2.15 The Council can demonstrate a realistic supply of 38.86 hectares of land in the urban area.
- 4.2.16 Through the Council’s Duty to Co-operate discussions with neighbouring authorities, it has been agreed that a 31.2 hectare extension to the west of the established Omega employment development, located in the Borough of St Helens, will count towards Warrington’s employment development needs.
- 4.2.17 The Council considered a number of sites which were promoted through the Local Plan ‘Call for Sites’. The sites were assessed with regard to their ability to meet market demands and against a range of detailed site and sustainability criteria, including location, means of access, Green Belt performance and how they related to the emerging Spatial Strategy of the Plan and to planned infrastructure.

- 4.2.18 Following this process, the Council is proposing to allocate the following additional Employment Area (as identified in Figure 4):
- 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.
- 4.2.19 The proposed site at Fiddlers Ferry, the existing supply and the St Helens Omega extension, provide a total of approximately 171.06 ha of employment land which is marginally above the required need by around 3ha.
- 4.2.20 The Council considers that there is a strong likelihood further employment land will come forward from windfall sites in locations such as Appleton Thorn, Warrington Town Centre and the wider urban area, meeting some ongoing needs during, and after the Plan period, and compensating for some losses of employment land to other uses.
- 4.2.21 The western extension of Omega, approved following the S78 inquiry, could make a further contribution to meeting Warrington’s employment land needs over and above the 31.2ha already agreed through the ‘Duty to Cooperate’.
- 4.2.22 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 motorway junction improvements, will have been delivered and the impacts of any further required employment allocations can be fully appraised.
- 4.2.23 Given the demand for employment land, it is essential that existing Employment Areas within the existing urban area are protected to maintain the quantity and enhance the quality of the employment capacity they provide.
- 4.2.24 Local and rural businesses also make a vital contribution to Warrington’s economy and the vitality of its urban and countryside communities. The Local Plan will ensure that existing local businesses are protected and have the opportunity to expand wherever possible.
- 4.2.25 The Policy also seeks to ensure that local residents have the opportunity to benefit from Warrington’s economic growth and development.
- 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.

## **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Economic Development Needs Assessment (2021)
- Employment Land Availability Monitoring
- Local Housing Needs Assessment (2021)
- Cheshire & Warrington Local Enterprise Partnership-Strategic Economic Plan (2017)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

## **Council Wide Strategies**

- Warrington Means Business (2020)
- Warrington Town Centre Masterplan (2020)

## **Delivery Partners**

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

### **4.3 Meeting Warrington’s Retail and Leisure Needs**

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

#### **Policy DEV5 – Retail and Leisure Needs**

##### Hierarchy of Centres

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

**Warrington Town Centre** as defined on the Policies Map



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

Birchwood  
Stockton Heath  
Westbrook

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

Chapelford  
Culcheth Village  
Fearnhead Cross  
Honiton Square, Penketh  
Latchford Village  
Lovely Lane  
Lymm Village  
Orford Lane  
Poplars Avenue/Capesthorpe Road

The **Local Centres** as Identified on the Policies Map:

Barley Road, Thelwall  
Bridge Lane, Appleton  
Bruche Heath Gardens  
Burtonwood Village  
Callands Local Centre  
Church Street Howley  
Cinnamon Brow  
Cotswold Road, Poplars  
Croft Village  
Dam Lane, Woolston  
Folly Lane  
Dudlows Green Road  
George's Precinct, Lingley Road  
Glazebrook Village  
Glazebury Village  
Gorse Covert Local Centre  
Harrison Square, Dallam  
Hollins Green Village  
Holes Lane, Manchester Road  
Hood Manor Local Centre  
Howson Road, Longford  
Knutsford Road, Latchford  
Knutsford Road, Grappenhall  
Locking Stumps Local Centre  
Longshaw Street, Bewsey  
Marsh House Lane, Fairfield  
Oakwood Local Centre

Old Hall  
Omega  
Padgate Lane  
Parksway Woolston  
Station Road, Great Sankey  
Warrington Road (East), Penketh  
Warrington Road (West), Penketh  
Winwick Village

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

**Local Centres:**

South East Warrington Urban Extension  
Peel Hall  
Fiddlers Ferry  
Warrington Waterfront

Neighbourhood Hubs

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

New Retail and Leisure Development

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

5. Where retail or leisure uses are proposed outside of a defined centre, the applicant will be required to:

- a. demonstrate that no suitable sites are available within the centre or in edge of centre locations through applying a sequential approach;
- b. demonstrate that there are no significant adverse impacts on existing centres; and
- 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.

Sustaining local shops and services

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

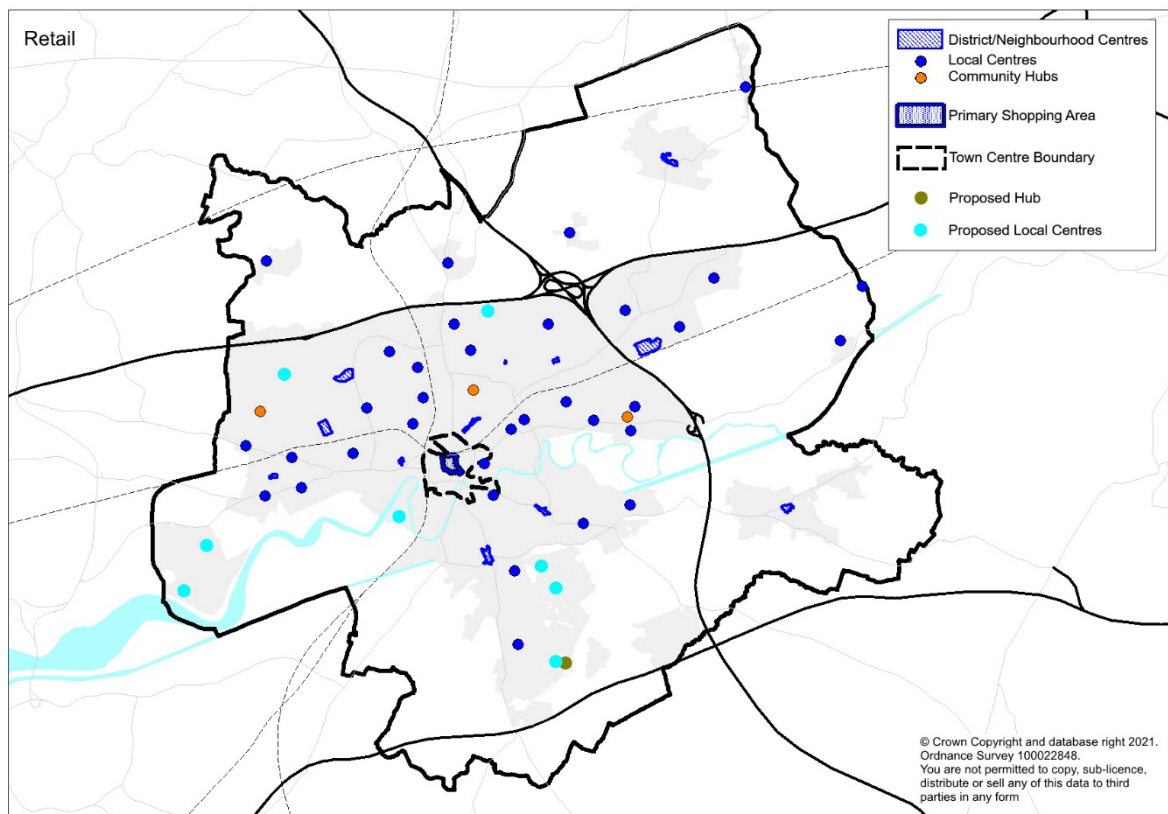
- a. plan positively for the provision and use of shared spaces, community facilities and other local services within defined centres and avoid the loss or change of use of viable convenience shops, cultural facilities, post offices and public houses where the loss would impact on the diversity of local services in communities;

- b. avoid an overconcentration of hot food takeaways in accordance with the approach set out in the Council’s Hot Food Takeaway SPD;
- c. support the retention of viable local health and community facilities.

**Why we have taken this approach**

- 4.3.7 National Policy continues to promote the importance of vital and viable centres. Warrington Town Centre remains the principle retail and service destination in the Borough. The Town Centre is supported by District, Neighbourhood and Local Centres which are dispersed across the Borough and provide an important role in meeting day to day needs of local communities.
- 4.3.8 The policy approach set out above is to direct new retail and leisure development into the Borough’s defined centres. Such development should be of an appropriate size and scale to support the centre.

**Figure 5 – Existing and Proposed Retail and Leisure Facilities**



- 4.3.9 If retail and leisure uses are proposed on the edge or outside of a defined centre, it must be demonstrated through sequential and impact tests that the vitality and viability of the centre is not compromised as a result.
- 4.3.10 The updated Retail and Leisure Study Update (2021) for the Borough has assessed the future need and capacity for retail and leisure floorspace over the Plan period to 2038. With regard to comparison floorspace, the assessment concludes that existing

stores in the Borough provide an oversupply and therefore have the capacity to absorb needs over the Plan period. There is no requirement for additional convenience goods floorspace up to 2035, and only a very limited requirement at 2038. The designation of the new Local Centres in the Main Development Areas (Warrington Waterfront, South East Warrington Urban Extension and Fiddlers Ferry) will provide for local needs and will make up the small shortfall in convenience goods in any case. Any further out-of-centre retail could have a significant detrimental impact on the Town Centre and the Borough's other defined centres. In terms of the leisure sector, recent development in the Town Centre has extinguished any requirement for additional large-scale leisure provision over the Plan period.

- 4.3.11 The assessment, together with previous work undertaken by the Council, has also reviewed the health and performance of the Town Centre and the three District Centres.
- 4.3.12 The current retail and leisure trends have consequences for the future of retail and leisure floorspace in Warrington Town Centre. The prevailing conditions in respect of the comparison goods market are evident in respect of the loss of Marks & Spencer and Debenhams from the Town Centre, and its vacancy rate, which is higher than the national average. The location of Warrington is such that residents can travel easily to Liverpool, Manchester and the Trafford Centre which influences the retailers that can be attracted to the Town Centre. As a consequence of this the Town Centre's future vitality and viability will not just be reliant on the comparison goods sector but also by the leisure developments which have been brought forward such as the cinema as part of the Time Square development.
- 4.3.13 Further detail on the Council's proposals to develop and strengthen the Town Centre as set out in Policy TC1.
- 4.3.14 The assessment concludes that the Borough's three District Centres are performing relatively strongly and each has a clear role and function.
- 4.3.15 Birchwood performs a strong retail function in respect of both convenience and comparison goods. However, there is a lesser proportion of service uses. The purpose-built centre is well maintained and well used, and is considered to be vital and viable, evidenced by the low vacancy rates.
- 4.3.16 Stockton Heath is a traditional centre that is focussed around retail, but benefits from a range of complementary facilities and services, including a particularly strong variety of community facilities. It has a low vacancy rate and a high standard of environmental quality. It is therefore considered to be a vital and viable centre.
- 4.3.17 Westbrook is dominated by the Asda superstore and has a limited number of units. As such, the centre takes the form of a food superstore and additional retail units, rather than being a traditional 'high street'. Whilst the centre does accommodate a good range of general facilities, including a church, medical centre, primary school

and library, the vacant units impact on the appearance of the centre. Investment is therefore needed to broaden the range of retail services in order to fulfil its role as a District Centre.

- 4.3.18 National policy also encourages Local Planning Authorities to plan positively for the retention and integration of community facilities such as local shops, meeting places, public houses and places of worship and other local services to enhance the sustainability of communities and residential environments. Many, but not all, of these facilities are located in designated centres. They are particularly important in ensuring the vitality of the Borough's outlying settlements.
- 4.3.19 Policy DEV5 seeks to ensure that local shops, facilities and services are protected, principally by ensuring that consideration is afforded to avoiding the loss of those which are proven viable or those which if lost would adversely impact the availability of services to any given community. The Policy also seeks to take forward the successful approach to avoiding overconcentration of hot food takeaways, which is set out in detail in the Council's Hot Food Takeaway SPD.
- 4.3.20 The Policy recognises the commitment of the Council to integrating service provision through the development of Neighbourhood Hubs. Where new Neighbourhood Hubs cannot be accommodated in defined centres, they should be located in areas where development would support the co-location of facilities and services being as accessible and sustainable as possible. Neighbourhood Hubs such as Orford Jubilee Neighbourhood Hub and Great Sankey Neighbourhood Hub are not located within defined centres but nevertheless provide focus for community and shared services. Further detail on Neighbourhood Hubs is provided in Policy INF4 Community facilities.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Warrington Retail and Leisure Study (2021)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Other Planning Documents**

- Town Centre SPD – June 2021
- Hot Food Takeaway SPD - April 2014
- Environmental Protection SPD
- Design and Construction SPD 2010
- Parking Standards SPD - March 2015

### **Delivery Partners**

- Warrington Town Centre Business Improvement District

- Private Sector
- Warrington Together
- Warrington & Co

## 5 Policies Relating to Objective W2

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

### 5.1 Warrington's Green Belt

- 5.1.1 Warrington's Green Belt fulfils an important role in ensuring the separation of Warrington from neighbouring towns and cities and preventing urban sprawl extending into the countryside.
- 5.1.2 The general extent of the Borough's Green Belt will be maintained but as set out in Chapter 3, it is not possible for Warrington to meet its development needs without releasing some Green Belt land for development. The land proposed for release equates to around 3.4% of Warrington's total area of Green Belt.
- 5.1.3 Policy GB1 confirms the areas of land to be removed from the Green Belt and defines the revised Green Belt boundaries. It confirms the settlements which are 'inset' from the Green Belt, those settlements which are 'washed over' within the Green Belt and sets out how development proposals within the Green Belt will be assessed.

### Policy GB1 - Green Belt

#### General Principles

1. The Council will maintain the general extent of the Borough's Green Belt, as defined on the Local Plan Policies Map, throughout the Plan Period and to at least 2050.
2. The Council will plan positively to enhance the beneficial use of the Green Belt as part of Warrington's Green Infrastructure Network.

#### Land removed from the Green Belt

3. The following land has been removed from the Green Belt and the amended Green Belt boundaries are shown in Figure 6:
  - a. South East Warrington Urban Extension
  - b. Land to the east of Fiddlers Ferry Power Station
  - c. Thelwall Heys
  - d. Land at Warrington Waterfront
  - e. Land at Croft
  - f. Land at Culcheth
  - g. Land at Hollins Green
  - h. Land at Lymm
  - i. Land at Winwick

#### Inset Settlements

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

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

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

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

#### Green Belt Settlements

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

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

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

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

#### Development Proposals in the Green Belt

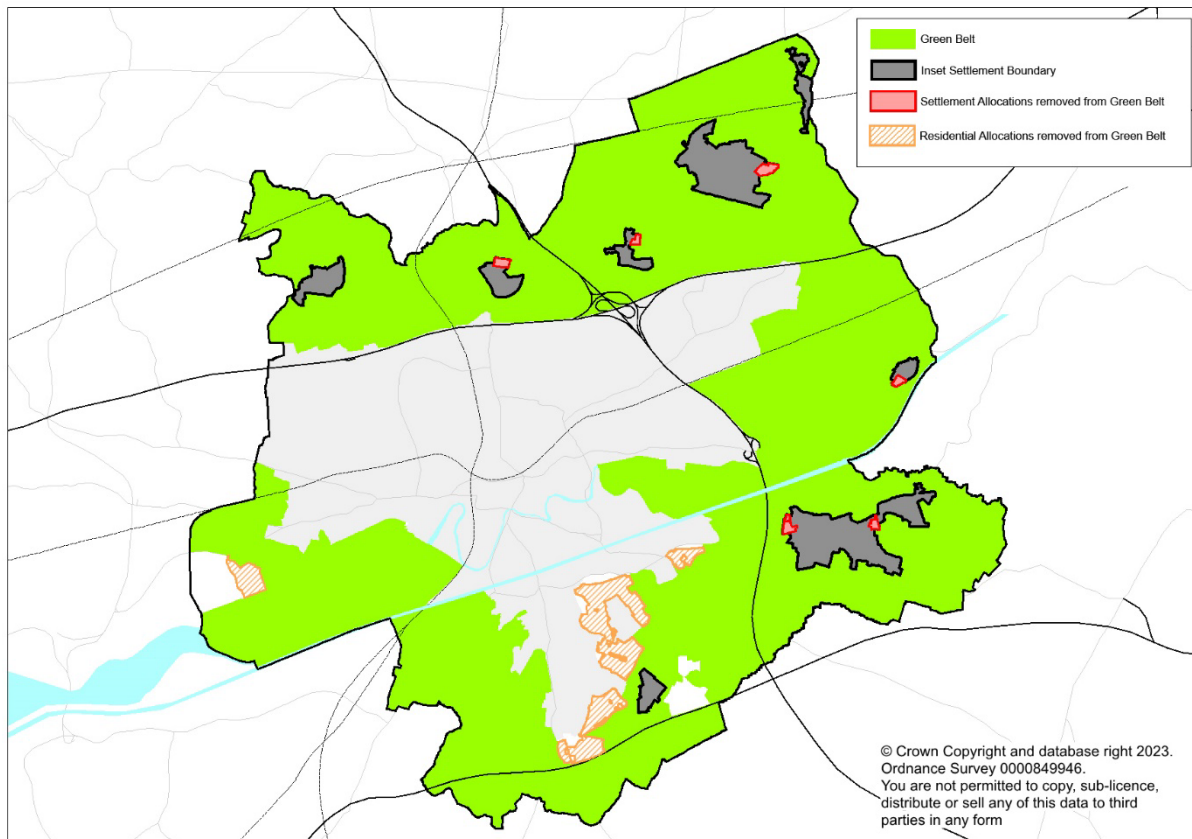
10. In accordance with national planning policy, within the Green Belt, planning permission will not be granted for inappropriate development, except in 'very special circumstances'.



11. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. Financial contributions will be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most appropriate location.

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

**Figure 6 – Amended Green Belt Boundaries**



### **Why we have taken this approach**

#### Removal of Land from the Green Belt

5.1.4 The National Planning Policy Framework (2021) states that ‘once established, Green Belt boundaries should only be altered where ‘Exceptional Circumstances’ are fully evidenced and justified, through the preparation or updating of Plans’. However, once strategic policies have established the need for changes to Green Belt boundaries, further detailed amendments may be made through non-strategic local policies, including Neighbourhood Plans.

5.1.5 As set out in Chapter 3, there are significant identified needs for market and affordable housing, that cannot be met in full within the existing urban areas of the Borough.

- 5.1.6 In line with national planning policy, additional work has been undertaken by the Council to understand the development capacity of underutilised land and brownfield sites, to ensure only the required amount of Green Belt land will be released for development. The Council is also proposing minimum density requirements for the Town Centre, together with minimum requirements for all site allocations to minimise the amount of Green Belt release required.
- 5.1.7 Through the Council's Duty to Co-operate discussions and as evidenced in the Council's Statement of Common Ground, it is also clear that neighbouring Local Planning Authorities are in similar situations, and there is no capacity within adjoining authorities to absorb any of Warrington's identified development needs. The one exception is the employment allocation in St Helens, which provides an extension to the existing Omega development in Warrington. Both Councils have agreed that this will contribute towards meeting Warrington's development needs.
- 5.1.8 It is therefore concluded that in line with paragraph 141 of the NPPF (2021) that the Council has demonstrated that it has considered all other reasonable options for meeting its identified need for development through:
- making as much use as possible of suitable brownfield sites and underutilised land;
  - optimising the densities used in developments to reflect the location of development; and
  - engaging constructively with neighbouring authorities to discuss options for neighbouring authorities to accommodate some of Warrington's identified future development needs.
- 5.1.9 As set out in Chapter 3, the starting point for Warrington's 'Exceptional Circumstances' is the requirement to ensure that sufficient land is provided to meet the Council's housing needs.
- 5.1.10 'Exceptional Circumstances' are further justified through the Spatial Strategy of the Plan. The Plan will enable the creation of new sustainable communities but in a manner, which will support the delivery of strategic infrastructure required to address existing issues of congestion and unlock major development sites with significant brownfield capacity. This will ensure that the release of Green Belt land will work in parallel with brownfield development and infrastructure delivery to provide a comprehensive Plan for Warrington as a whole.
- 5.1.11 'Exceptional Circumstances' can also be demonstrated for each area of Green Belt release as set out in Chapter 3 and in each of the site allocation policies.
- 5.1.12 Demonstrating Exceptional Circumstances to release Green Belt land for development has also resulted in some minor additional consequential changes to the existing Green Belt boundaries to ensure that the remaining Green Belt land fulfils the purposes and function of Green Belt land, and the revised boundaries are durable beyond the Plan period.

- 5.1.13 In order to assist amending detailed Green Belt boundaries a comprehensive Green Belt Assessment has been undertaken. The assessment considered the contribution that larger General Areas, individual parcels of Green Belt land adjacent to the main urban area and inset settlement boundaries and development sites promoted through the 'call for sites' process make to the 5 purposes of the Green Belt.
- 5.1.14 The Green Belt Assessment has been one of the key factors that has informed the Plan's Spatial Strategy and individual site allocations.

#### Ensuring Green Belt Boundaries Endure Beyond the Plan Period

- 5.1.15 The National Planning Policy Framework (2021) requires that, when defining Green Belt boundaries, Plans should be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the Plan period to ensure they will endure over the long term.
- 5.1.16 The Plan makes provision for development potential beyond the Plan period for housing land. The Council has included flexibility of supply in its allocations for housing land. The land that has been removed from the Green Belt to facilitate the South East Warrington Urban Extension will provide a supply of new homes that will extend a number of years beyond the Plan period, together with the Waterfront subject to the timing of the delivery of the Western Link.
- 5.1.17 The Council considers that there will still be a realistic supply of brownfield land beyond the Plan Period although it is acknowledged that the availability of brownfield development will decrease over time. Further supply may arise from Neighbourhood Plans making minor amendments to Green Belt boundaries.
- 5.1.18 When this potential land supply is compared against future development needs, the Council is able to demonstrate that the revised Green Belt boundaries will endure well beyond the end of the Plan Period without having to identify any 'safeguarded' areas of land. Further detail on the approach to land supply following the end of the Plan Period is set out under Policy DEV1.
- 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 motorway junction improvements, will have been delivered and the impacts of any further required employment allocations can be fully appraised.

#### Defining 'Inset' and 'Washed Over' Settlements

- 5.1.20 Within the Borough there are a number of settlements varying in size and in the nature of services on offer. The larger settlements and those which provide a greater number of services are 'inset' from the Green Belt recognising the potential

for their sustainable growth. Smaller settlements are ‘washed over’ by the Green Belt with greater restrictions on development.

- 5.1.21 With the exception of the removal of Grappenhall Heys as an inset settlement, and half of the ‘washed over’ settlement of Stretton to the west of the A49, due to the allocation of the South East Warrington Urban Extension, it is considered that since the adoption of the Local Plan Core Strategy (2014) that there have not been any material changes in circumstances that would warrant amendments to the allocation and definition of Inset and Washed Over Green Belt Settlements.
- 5.1.23 The only amendments to boundaries of the settlements are those required to facilitate the allocated development sites in the Inset Settlements, including consequential changes necessary to ensure a robust Green Belt boundary.

#### Development Proposals in the Green Belt

- 5.1.24 National Policy defines limited forms of development which are appropriate in the Green Belt and confirms that Very Special Circumstances are required for ‘inappropriate development’. The Council will apply national policy in assessing proposals in Warrington’s Green Belt.
- 5.1.25 The Council’s Design and Construction SPD provides guidance on the conversion and re-use of buildings in rural areas. Additional guidance on the assessment of rural workers dwellings, equestrian related development/uses and other forms of development not regarded as inappropriate development by paragraph 149 of the NPPF will be provided in an updated version of this SPD or a new standalone SPD.

#### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Local Housing Needs Assessment (2021)
- Strategic Housing Land Availability Assessment (2020)
- Brownfield Register (2019)
- Economic Development Needs Assessment (2021)
- Warrington Green Belt Assessment (2016) and Addendums
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

#### **Other Planning Documents**

- WBC Design & Construction SPD (2010)

#### **Council Wide Strategies**

- Warrington Means Business (2020)

## Delivery Partners

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

## 6 Policies Relating to Objective W3

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

### 6.1 Warrington's Town Centre and Surrounding Area

- 6.1.1 The regeneration and evolution of the Town Centre is a priority for the Council forming a key component of Warrington's economic growth and regeneration strategy - Warrington Means Business (2020).
- 6.1.2 A number of large development initiatives are already being progressed by the public and private sectors within the Town Centre and the immediately surrounding areas that form part of the Council's Town Centre Masterplan.
- 6.1.3 The Council acknowledges that traditional retailing is struggling and therefore the role of the Town Centre needs to evolve into a place that is more than just about shopping.
- 6.1.4 Policy TC1 seeks to maximise the number of people living in Warrington Town Centre and focus its future as a vibrant hub of culture, leisure and entertainment, sustainable transportation, business and living. This approach will positively support retailing and the Town Centre's 'high streets', reinforce the Town Centre's riverside location and preserve and enhance its many outstanding heritage assets.
- 6.1.5 In June 2021 the Council adopted the Warrington Town Centre Supplementary Planning Document (SPD). This document sets out the Council's aims for future development in the Town Centre and emphasises quality of design and place; sustainable transport and development; and protection of heritage and amenity. The overall objective being to make Warrington a truly liveable town for residents, businesses and visitors.

### **Policy TC1 – Town Centre and surrounding area**

#### Widening the role of the Town Centre

1. The Council will support development in the Town Centre, as defined on the Policies Map, which strengthens its viability and vitality and promotes a greater diversity of uses, and in particular which:
  - a. provides new homes;
  - b. generates job growth, particularly high value jobs;
  - c. adds to the provision and attractiveness of the Town Centre's office market;
  - d. adds to the cultural and tourism provision on offer;
  - e. supports existing, committed and planned public and private investment;
  - f. increases the use of the Town Centre throughout the day and night;

g. supports the Town in its role as a regional transport gateway/interchange and improves linkages to it from the rest of the Borough and beyond especially by active travel modes and public transport.

#### Enhanced Cultural Activities

2. The Council will positively encourage enhanced and additional cultural activities and venues in line with findings of the Warrington Cultural Commission, including:

- a. additional performance venues, particularly theatre venues;
- b. additional outdoor events and fairs;
- c. increased alfresco activity within the public realm of the main shopping streets;
- d. increased market provision, both indoor and outdoor;
- e. enhanced interpretation of Warrington's rich heritage.

#### Key Development Sites in the Town Centre and surrounding areas

3. The Council and its partners will support and promote comprehensive redevelopment and regeneration opportunities in accordance with the Town Centre Masterplan and the Warrington Town Centre SPD in the following areas which are identified in Figure 7:

- a. Time Square and the Cultural Quarter (including Bridge Street) for an increase in Town Centre living, commercial development including a new hotel and leisure uses;
- b. The Stadium Quarter for significantly increase the residential offer, whilst enhancing the commercial/office provision and improving the cohesion of the public realm;
- c. The Southern Gateway for the creation of high quality residential development, together with a new mixed use commercial area containing landmark buildings fronting on to the River Mersey at Bridgefoot/St James Church;
- d. Bank Quay Gateway for the creation of an enhanced transport hub focused around Bank Quay Station, supported by a mixture of uses including hotels, hospitality, offices and residential where it can be ensured that amenity standards can be met for new and existing residents;
- e. Eastern Gateway (including Cockhedge/St Mary's Quarter/St Elphin's Quarter/Thornycroft) for the creation of new residential areas with supporting retail and commercial uses;
- f. Warrington Waterfront/Southern Gateway Opportunity Area for the creation of a new riverside park and a new residential neighbourhood and improved connectivity into and across the Town Centre for pedestrians and cyclists.

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

#### Optimising the Town Centre's development potential

5. New residential development should aim to achieve the minimum densities specified in Policy DEV1 subject to complying with the requirements of the Warrington Town Centre SPD.

6. There are opportunities for taller buildings at gateway sites to the Town Centre and along the A49 strategic corridor, as identified in the Warrington Town Centre SPD subject to:

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

#### Improving the Town Centre's Environment

7. All development within the Town Centre should comply with the guidance contained within the Warrington Town Centre SPD and should, where appropriate:

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

#### Retail Development within the Town Centre and Primary Shopping Area

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

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

### **Why we have taken this approach**

#### Widening the role of the Town Centre / Enhanced Cultural Activities

6.1.6 The Town Centre is fundamental to Warrington's identity and how the Borough functions. Whilst retail and Town Centre uses are directed to appropriate locations in other policies of the Local Plan, this policy looks at embedding the particular character, development and opportunity areas identified in the masterplanning work for the Town Centre that forms part of Warrington's economic growth and regeneration strategy (Warrington Means Business, 2020) in the Local Plan.

6.1.7 The Town Centre boundary has been revised to take account of the ability of the Town Centre to accommodate the need for main Town Centre uses and to enable new development or the redevelopment of under-utilised space. The revised defined Town Centre boundary on the Policies Map now reflects the boundary of the Warrington Town Centre SPD (2021).

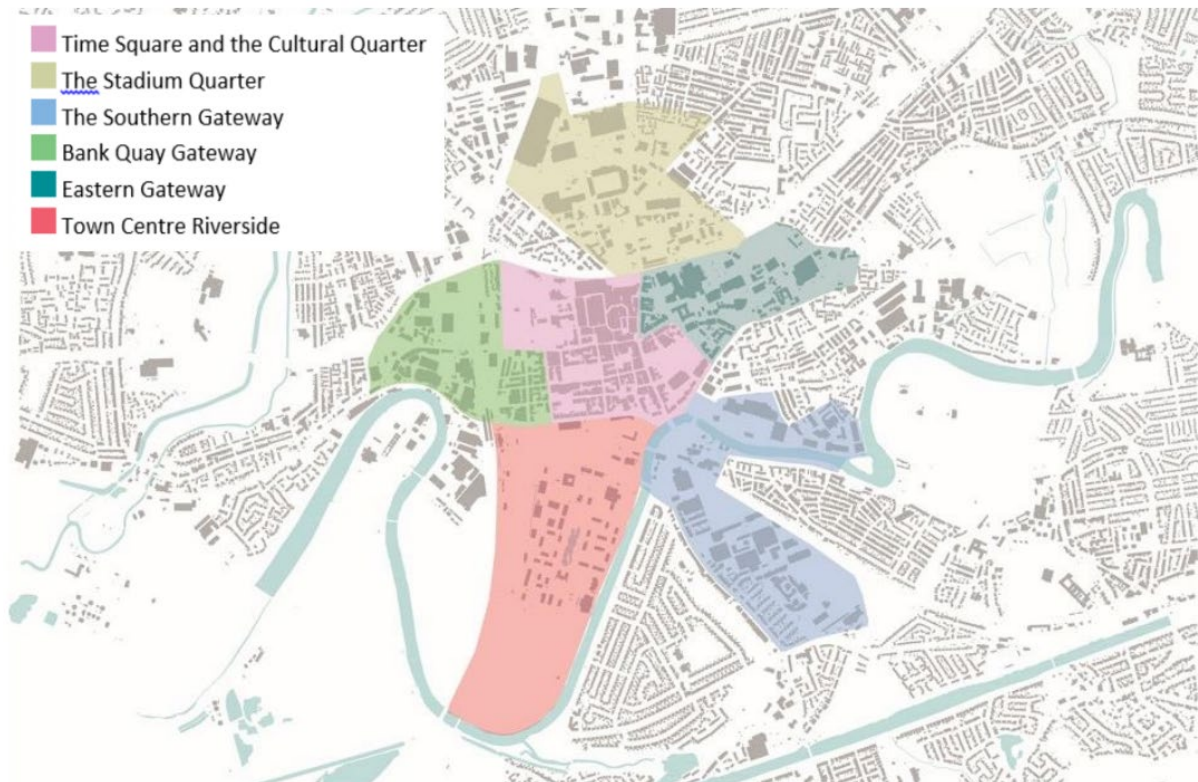


- 6.1.8 The NPPF (paragraph 86) requires planning policies to support the role of Town Centres by taking a positive approach to their growth, management and adaptation.
- 6.1.9 Paragraph 86(f) of the NPPF recognises that residential development often plays an important role in ensuring the vitality of Town Centres and encourages residential development on appropriate sites.
- 6.1.10 Warrington Town Centre will be the primary focus for 'main Town Centre uses' which include retail, leisure, office, cultural, entertainment and tourism related uses. The Town Centre is being promoted as an office location and in this regard will play an important part in helping to support economic growth.
- 6.1.11 It is proposed that the wider Town Centre will increasingly become a focus for high density urban living and the hub of the Town's cultural life. It is intended that the Town Centre will be a vibrant and colourful heart to Warrington and its wider sub-region. The redevelopment of Town Centre brownfield sites is seen as important in delivering the extra homes needed across the Borough. The Council's focus through the Warrington Town Centre SPD is on liveability for both future and present residents of the Town. To do this the SPD guidance is forward thinking and concerned to ensure quality design, quality home space, good private and community amenity space, an improved public environment and sustainable development and living. The appeal for the Town Centre should be across the generations so that all can live and work together in an attractive environment that offers a quality choice of accommodation.
- 6.1.12 The leisure based Time Square development which was completed in 2020 is an important step in the evolution of Warrington Town Centre. As is the promotion of the Stadium Quarter which is close to Warrington Central Station and the Bus Interchange, thereby providing sustainable transport links.
- 6.1.13 The Local Transport Plan (LTP4) seeks to support the regeneration of the Town Centre through a "Town Centre Area Travel Plan" that will deliver a range of sustainable travel initiatives. The First and Last Mile Transport Masterplan (FLMTM), which was developed in line with the aims of LTP4, supports a variety of cultural opportunities on offer in the Town Centre through a range of sustainable travel initiatives which will support greening of the streets, reduced traffic in the Town Centre core, pedestrian and cyclist priority and reduced car parking. The overall environment of the Town Centre will improve making it better to live, work and enjoy all the Town Centre has to offer.
- 6.1.14 Likewise, the current discussions about the nationally important rail improvements through HS2 and Northern Powerhouse Rail provide the opportunity for the transformation of Warrington Bank Quay rail station to become a hub for north south and east west express rail connections. This will further reinforce Warrington and its Town Centre as a nationally important place to live and do business.

### Key Development Sites / Optimising Development Potential

- 6.1.15 The priorities set out within Policy TC1 are to address underused or underutilised areas where either comprehensive redevelopment or selective regeneration would improve both the areas themselves, benefit the Town Centre as a whole and allow them to function well with other areas.
- 6.1.16 Section 11 of the NPPF requires planning polices to promote the effective use of land in meeting an authorities needs for homes and other uses. In particular, promoting and supporting the development of under-utilised land and buildings and suitable brownfield land is encouraged.
- 6.1.17 In addition, making the most efficient use of land where there is an existing or anticipated shortage of land for meeting identified housing needs by ensuring that developments make optimal use of the potential for each site through the use of minimum density standards is encouraged (paragraphs 124 and 125 of the NPPF).
- 6.1.18 In order to respond to these requirements, the Council has sought to maximise the capacity of the existing urban area to accommodate new development when identifying land to meet Warrington's housing and employment needs. The detailed masterplanning work that has been undertaken has identified significant additional capacity that can be delivered through the Council's regeneration plans for the Town Centre, including the potential for high density development and taller buildings. Any development however should have regard to the design and amenity requirements as set out in the Warrington Town Centre SPD and meet these standards as a priority.

**Figure 7 – Town Centre Masterplan Character Areas (Extract from Town Centre SPD)**



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

#### Improving the Town Centre’s Environment

6.1.20 The River Mersey runs through the heart of the Town Centre, but like many places Warrington has in the past turned its back on its river. It is proposed that Warrington will rediscover that it is a waterfront town through the redevelopment of sites along its riverfront and the provision of improved waterfront open spaces and walkways and cycle routes. It will celebrate its river and will create new environments for living and doing business in the heart of the Town.

6.1.21 The Town Centre has an abundance of fine historic buildings and spaces. For example Bridge Street, Palmyra Square, Queens Gardens, Bank Park and the Town Hall, the Transporter Bridge, together with the fine spires of its churches and important historic assets that people enjoy and reflect the character of the Town. It is proposed that these assets be conserved and their settings positively enhanced as part of the regeneration of the Town Centre.

- 6.1.22 Whilst steps have been taken to improve the public realm previously, this has been fragmented and it is important that all development opportunities to improve the Town Centre and the way it functions are not missed. Such opportunities should look wider than the immediate site boundary and consider heritage issues as well as the contribution any development can make to the quality of the wider area, public realm and any gateways or routes.

#### Retail Development in the Town Centre

- 6.1.23 Warrington's designation as a New Town in the 1968 led to significant growth in the Town's population and expansion in local employment and the decentralisation of retailing to district centres in suburban locations. Following this, out of centre retailing on employment land at Gemini and along Winwick Road was permitted. Whilst this was consistent with the policy approach at that time, these developments now compete directly with the Town Centre and the continued development of such uses in peripheral locations along with the expansion of on-line retailing pose a significant threat to the vitality and viability of the Town Centre. Consequently, the previous Plan (the Local Plan Core Strategy 2014) sought to resist this trend and there is now an increasing need to refocus retail and other uses towards the Town Centre and build on the strength of the Golden Square Shopping Mall and the Bridge Street Quarter/Time Square. This is supported by the Council's updated Retail Needs Assessment (2021).
- 6.1.24 Within the Town Centre retail development will be focused in the expanded Primary Shopping Area (PSA), which incorporates the Time Square regeneration scheme that has recently been completed.

#### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Retail Needs Assessment (2021)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

#### **Other Planning Documents**

- WBC Design and Construction SPD (2010)
- Planning Obligations SPD (2017)
- Warrington Town Centre SPD (2021)

#### **Council Wide Strategies**

- Warrington Means Business (2020)
- Warrington Town Centre Masterplan (2020)
- Local Transport Plan 4 (LPT4) (2019)
- First and Last Mile Transport Masterplan (FLMTM) (2021)
- Public Art Strategy

## **Delivery Partners**

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

## 7 Policies Relating to Objective W4

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

### 7.1 Sustainable Travel and Transport

- 7.1.1 With the development of Warrington through the New Town era, came the over reliance on the private car as the favoured mode of transport for the Borough’s residents. As the Town has grown over time, the supporting highway infrastructure has not kept pace with the demand for travel, leading to many locations where there is significant traffic congestion (with its consequential environmental impacts).
- 7.1.2 The proposed level of housing and employment growth across the Borough over the Plan period means that there is a critical need to address this dependency on the private car and increase the use of public transport, cycling and walking, as alternative ways to travel as well as the need for significant investment in supporting infrastructure. There is also opportunity to minimise the need to travel by providing local facilities and services alongside new development.
- 7.1.3 Good transport links are crucial for a successful economy, a thriving Town and villages, and for giving a good quality of life to local residents. The challenge for the Local Plan is therefore to address any identified shortfalls in infrastructure provision, improve connectivity and network efficiency to support economic growth, whilst reducing the need for travel by private car, improving safety, tackling air quality, encouraging active life styles, contributing towards the Climate Change agenda; and supporting the transformational change in Warrington’s transport networks and services, as set out in the Council’s Local Transport Plan 4 (LTP 4).

### Policy INF1 – Sustainable Travel and Transport

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

#### 1. General Transport Principles:

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

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

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

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

## 3. Improve Public Transport Including:

- a. Secure improvements to public transport infrastructure and services (to include bus, rail, taxi and private hire) in partnership, where appropriate with operators and delivery partners;

- b. Be located in areas with easy access to high quality and regular public transport services, to ensure public transport is a viable and attractive option by integrating the development with existing public transport infrastructure and services;
- c. Provide additional public transport infrastructure and services that are related in scale to the proposed development where existing facilities are not available or are in need of improvement or an appropriate subsidy to help mitigate the impacts of the proposed development;
- d. Consider options to enhance Bus Priority at junctions and the provision of dedicated bus lanes;
- e. Support proposals for new public transport networks and services, such as future Mass Transit systems and low or zero emission vehicles;
- f. Support proposals for rail infrastructure and services and the provision of rail facilities as appropriate; and
- g. Engage in proposals for the delivery of High Speed Rail and Northern Powerhouse Rail.

#### 4. Protect future re-use of disused rail corridors

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

#### 5. Improve Freight Transport Provision including:

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

#### 6. Sustainable Transport of Minerals and Waste

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

- (i) The use of more sustainable transport modes is not practicable; and



(ii) The proposed access arrangements would be safe and appropriate to the proposed development and the highway network is able to accommodate the traffic generated without having an unacceptable detrimental impact on road safety or an unacceptable impact on the environment or local residents.

## 7. Transport Assessments and Travel Plans

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

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

### **Why we have taken this approach**

7.1.4 The National Planning Policy Framework (2021) states that transport issues should be considered from the earliest stages of Plan-making and development proposals, so that:

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

- 7.1.5 Investment in a high quality public realm linking housing, employment and town and village centres encourages people to walk and cycle and positively manages vehicular access that enables more sustainable patterns of travel. Well-designed places with excellent public realm can quickly establish the key function of a place, therefore promoting and encouraging more sustainable lifestyles.
- 7.1.6 To effectively influence an individual's choice about their mode of travel, a range of options must be available that provide accessible, attractive, safe and reliable alternative options in respect of cost, time and convenience. Public transport has a vital role to play in planning for sustainability and future needs by facilitating sustainable developments, as well as by encouraging a modal shift towards low carbon transport. An increase in the number of shorter journeys made on foot and bicycle will contribute towards sustainability by reducing carbon emissions, as well as being beneficial for health and tackling congestion.
- 7.1.7 Section 9 of the NPPF (2021) stresses the importance of sustainable transport and how this should be promoted through plan making and decision taking. Paragraph 110 of the NPPF identifies that when assessing sites for allocation for development in plans or specific applications for development appropriate opportunities for the use of sustainable transport modes for the movement of goods or people should be promoted. In addition, paragraph 5 of the National Planning Policy for waste (DCLG, 2014) requires Waste Planning Authorities when assessing the suitability of sites and/or areas for new or enhanced waste management facilities to consider (amongst other things) the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery and to seek when practicable and beneficial the use of modes other than road transport.
- 7.1.8 Whilst road haulage is likely to remain the predominant mode of transport for minerals or waste in many instances, planning applications for mineral and waste development will be expected to show that potentially more sustainable non road-based options for transporting minerals have been considered.
- 7.1.9 Where road traffic is unavoidable all attempts should be made to avoid residential and minor roads. It would not be desirable to allow proposals which could exacerbate any existing transport impacts or create unacceptable new impacts. The transport implications of the proposed development will be taken into account including the suitability of the road network to accommodate the traffic that would be generated and the effect on highway safety. It is important to ensure that the effects of traffic generated by minerals or waste developments are minimised, particularly in relation to the effects on local communities, the environment and the local road network.
- 7.1.10 Development will only be permitted where Travel Plans and Transport Assessments/Transport Statements are agreed and there is adequate provision for existing or planned transport infrastructure and other measures.

- 7.1.11 A Travel Plan is essentially an action plan designed to help organisations implement measures to reduce the need for travel and to facilitate and encourage the remainder to travel more sustainably. It should help to reduce local traffic congestion, car parking problems and help to promote healthy lifestyles, economic growth and environmental improvements.
- 7.1.12 For any new development, it is important to encourage sustainable travel options from day one of occupation before car-based travel habits become established. Travel Plans can be origin-based (Residential Travel Plans) or destination-based (Workplace / Business Travel Plans).
- 7.1.13 Where there are major development proposals close to the Council's boundary, the Council will ensure that the cross border impacts are considered as part of the Transport Assessment and liaise with the neighbouring transport authority and Highways England, as required.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- WBC Local Transport Plan 4 (2019)
- Local Cycling and Walking Infrastructure Plan (2019)
- Warrington Multi-Modal Transport Model (2021)
- Transport for the North's Strategic Transport Plan (2018)
- WBC Highway Design Guide Notes
- WBC Parking Standards SPD (2015)
- National Planning Policy for Waste (Oct 2014)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)
- Climate Emergency Declaration WBC (2019)

### **Council Wide Strategies**

- Warrington Means Business (2020)

### **Delivery Partners**

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

## 7.2 Transport Safeguarding

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

### **Policy INF2 - Transport Safeguarding**

#### General Safeguarding Principles

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

#### Safeguarded Land and Schemes

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

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

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

### **Why we have taken this approach**

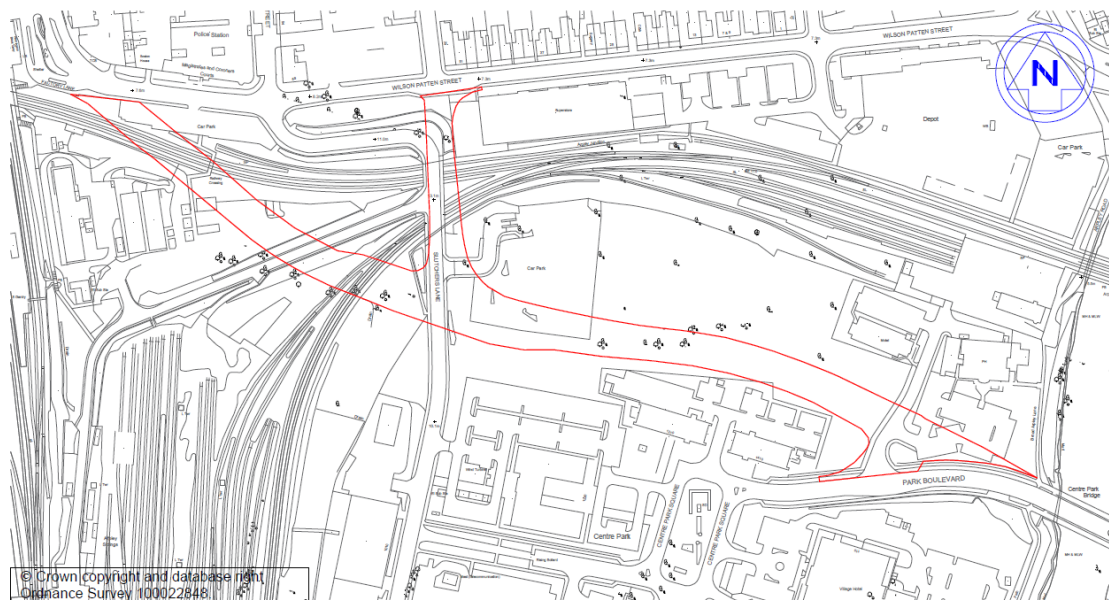
- 7.2.3 The National Planning Policy Framework (2021) states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- The potential impacts of development on transport networks can be addressed;

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

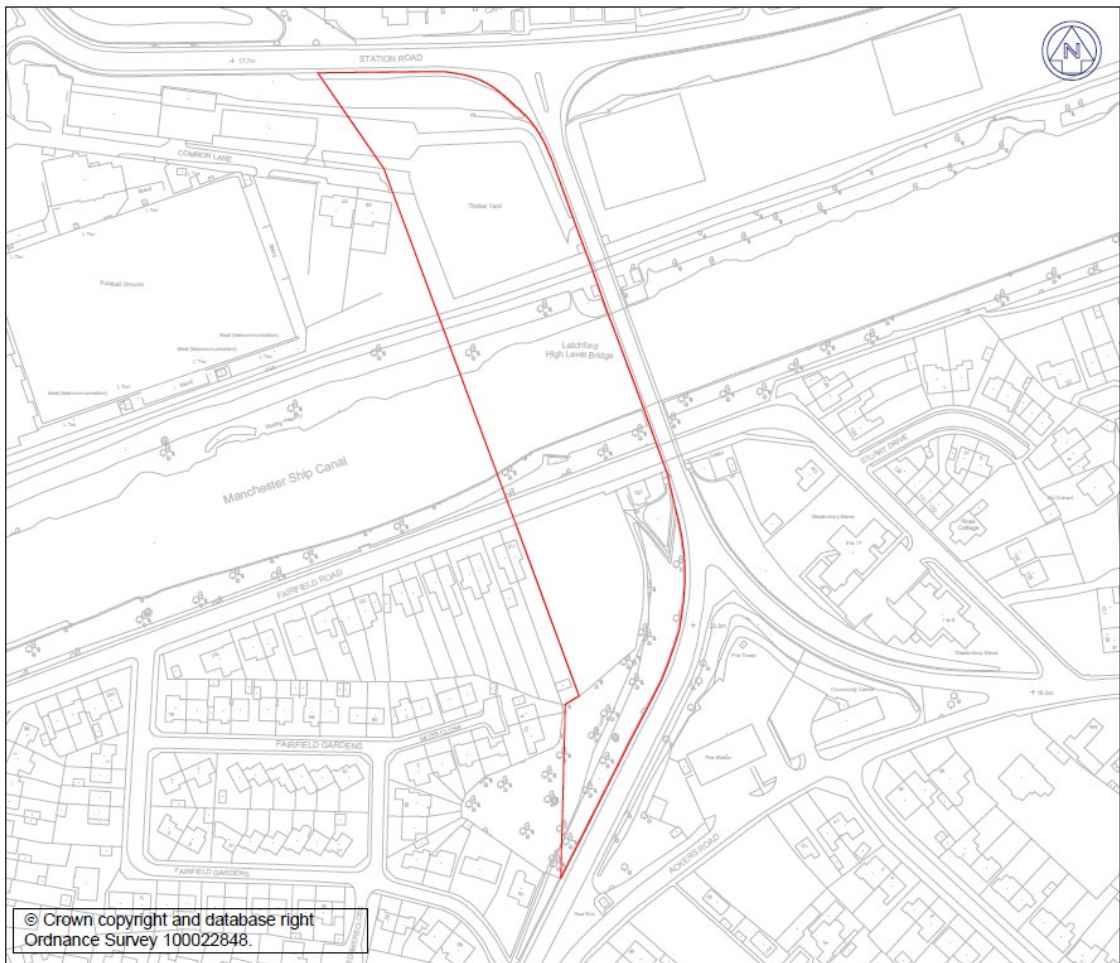
7.2.4 The National Planning Policy Framework (2021) states that planning policy should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.

7.2.5 The schemes detailed within Policy INF2 (and illustrated in Figures 8 to 11 below) have been identified as being necessary to facilitate the proposed housing and economic growth in Warrington. If the identified improvements are to be delivered in the future, it is vital that the land that they require be protected from development by other uses.

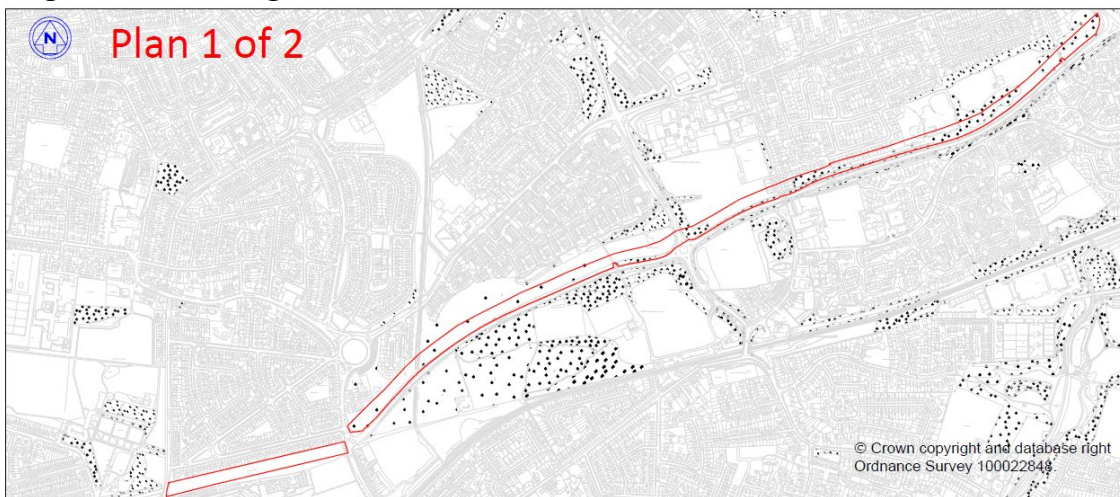
**Figure 8 – Bridgefoot Link**



**Figure 9 – High Level Manchester Ship Canal Crossing**



**Figure 10 – Warrington East Multimodal Corridor**



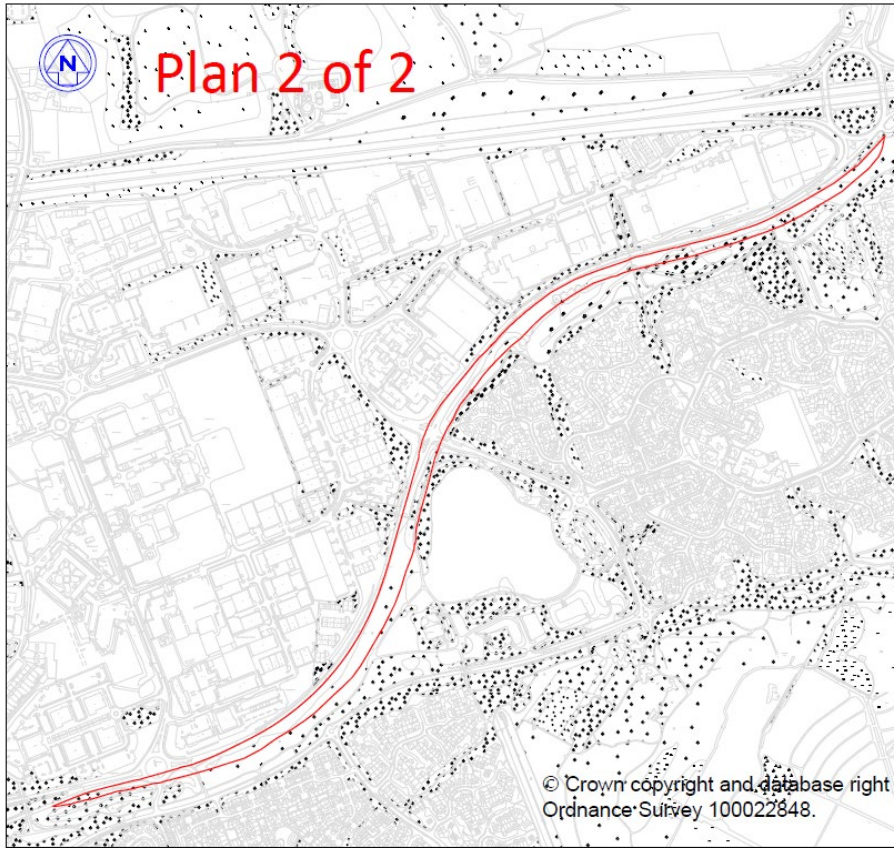
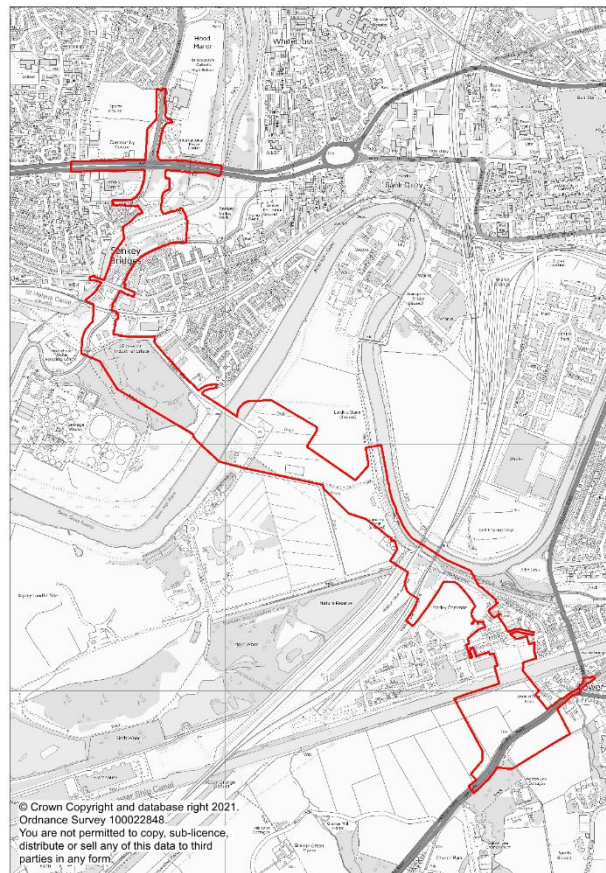


Figure 11 – Warrington Western Link



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

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Local Transport Plan 4 (LTP4) (2019)
- Warrington Multi-Modal Transport Model (2021)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Council Wide Strategies**

- Warrington Means Business (2020)

### **Delivery Partners**

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



### **7.3 Warrington's Utilities, Telecommunications and Broadband**

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

#### **Policy INF3 – Utilities, Telecommunications and Broadband**

##### General Principles - All Utilities

1. All development proposals must demonstrate that engagement has taken place with the required Statutory Undertakers and Infrastructure providers, and provide a strategy for how they will connect to public utilities infrastructure and/or deliver the required infrastructure to support development, these include:
  - a. Water;
  - b. Sewerage and surface water drainage;
  - c. Gas;
  - d. Electricity; and
  - e. Telecommunications including Broadband.
2. The Council will support the installation of existing and emerging telecommunications technology in new residential and employment development, to improve the connectivity of the population, support business growth and facilitate home working.
3. Developers will be required to work with the Council and appropriate providers to deliver the necessary physical infrastructure and networks as an integral part of all new developments, taking into account the need to 'future proof' development to accommodate emerging technologies. Developers will be required to undertake early dialogue with infrastructure providers to identify the infrastructure needs arising from new development and ensure that these are addressed through building design, utility networks and connections in time to serve the proposed development.

4. On large development sites or sites developed on a phased basis, applicants will be required to ensure that the delivery of development is guided by site wide strategies for infrastructure (e.g. foul, surface water and clean water) which ensure coordination between phases of development over lengthy time periods and by numerous developers. Conditions or planning obligations may be used to secure these phasing arrangements.

#### Development Proposals in the Vicinity of Utilities Infrastructure

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

6. Development proposals for new, expanded or improved utility service infrastructure providing essential services and facilities, including electricity supply, gas or heating supply, water supply and waste water management, that comply with other relevant Plan policies will be permitted provided they can demonstrate that there is an identified need for such a facility within the Plan area, which cannot be met through existing facilities and that they minimise environmental harm, and provide adequate mitigation measures, in light of operational requirements and technical limitations. Development proposals at existing utility sites in the Green Belt in the form of infilling or redevelopment, will be supported where they are needed to respond to future growth and environmental needs and accord with national and local policies.

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

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

#### Development Proposals (Telecommunications)

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

- a. Proposals are supported by the necessary evidence to justify the proposed development;
- b. There is no reasonable possibility of sharing existing facilities in the locality (either in terms of antennae, buildings or sites);
- c. In the case of radio masts, there is no reasonable and more appropriate possibility of erecting antennae on an existing building or other structure;

d. There is no unacceptable harm to residential amenity, the character and appearance of the area, the street scene, a heritage asset, pedestrian movement or the satisfactory functioning of the highway; and

e. If the site, of necessity, is in a prominent or open location, all practicable measures have been taken in the design and positioning of the proposal to minimise any such harm.

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

#### Development Proposals (Broadband Provision)

11. All new residential and commercial development must be served by high speed Broadband, or if this is not feasible at the time of the development undertake all reasonable actions to enable a high speed Broadband connection at a future date, unless it can be demonstrated through evidenced consultation with Broadband providers that this would not be possible, practical or economically viable.

### **Why we have taken this approach**

7.3.5 In line with the requirements of the NPPF (2021), strategic policies should set out an overall development strategy, and make sufficient provision for the delivery of utilities' infrastructure, whilst ensuring the amenity protection of existing and future user of developments.

7.3.6 The agent of change principle, with the publication of the revised NPPF (2021), is now a feature of national planning policy. The NPPF (2021) states that planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (including places of worship, pubs, and music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. The paragraph goes on to confirm that where an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or agent of change) should be required to secure suitable mitigation before the development has been completed. This is of key relevance to ensuring the ongoing operation of existing utilities infrastructure in the Borough.

7.3.7 The level of proposed growth in Warrington will require an increase in waste water treatment capacity. Discussions with United Utilities, the only sewerage undertaker operating in the plan area, have not revealed an operational need to identify new sites for waste water treatment works, however, UU has indicated that there is likely to be a need to increase the capacity of existing treatment facilities in the south of the Borough in order to cater for the proposed growth in these areas.

7.3.8 The NPPF (2021) also advises that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic

communications networks, including next generation mobile technology (such as 5G) and full fibre high speed broadband connections. Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution).

- 7.3.9 It is therefore important that new development is 'future-proofed' with appropriate digital infrastructure that will meet existing and future communication needs. It is essential that the Council works with developers to make sure that the appropriate digital infrastructure is incorporated, including 4G and 5G networks (or future technologies as they become available).

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Infrastructure Delivery Plan (2021)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Council Wide Strategies**

- Warrington Means Business (2020)

### **Delivery Partners**

- Utility Providers
- Private Sector Stakeholders
- Public Sector Stakeholders

## 7.4 Warrington's Community Facilities

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

### **Policy INF4 - Community Facilities**

#### General Principles

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

2. The Council will:

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

#### New Hospital for Warrington

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

4. If a new site is the NHS Hospital Trust's preferred option, 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. The new site must be in a location that provides ease of access for residents from across the Borough and be well served by public transport.

### **Why we have taken this approach**

- 7.4.3 Sustainable neighbourhoods require a range of services and facilities which are accessible. The NPPF (Paragraph 93) requires that councils plan positively for the provision of social, recreational and cultural facilities and services the community needs. The value of social interaction within communities is identified, along with supporting healthy lifestyles through the provision of appropriate facilities.
- 7.4.4 Some social and community facilities are essential, whilst others play an important role in stimulating a sense of community and improving quality of life. For the purposes of the Local Plan, social and community uses are defined as public, private or community facilities including: community/meeting halls and rooms; health facilities; libraries; places of worship; bespoke premises for the voluntary sector; schools and other educational establishments; theatres and performance spaces, arts venues, museums, sport and leisure facilities; parks and other publicly accessible open spaces, public houses, allotments, cemeteries and youth facilities.
- 7.4.5 Social and community facilities can also be linked to important local employment opportunities and this is particularly relevant for Warrington's outlying settlements.
- 7.4.6 The management and protection of existing facilities is just as important as the assessment of the need for new provision. Existing facilities which perform an important role in the local community should not be lost without replacement provision. Where new or improved social or community infrastructure is deemed necessary to support a development, and where this by reason of its nature or scale cannot be provided for on-site or on other land controlled by the developer, the Council will expect contributions to secure the provision or improvement of a facility off-site.
- 7.4.7 An Infrastructure Delivery Plan has been prepared to support the Local Plan. This identifies the infrastructure required to support the proposed levels of development across the Borough. It considers the provision of community facilities as well as broader physical infrastructure improvements. See Policy INF5.
- 7.4.8 The Council is working with a wide range of partners to ensure the appropriate provision of community facilities. A number of organisations have come together under the umbrella of 'Warrington Together' to promote coordinated service deliver and co-located services and facilities.
- 7.4.9 The health and social care system in Warrington, Warrington Together, has confirmed the requirement for a new Hospital for Warrington. The current hospital is outdated and is not able to meet the future needs of Warrington's growing and

aging population. It is currently reviewing the business plan for the hospital in the context of wider NHS service delivery across the North West region. 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. 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.

7.4.10 Policy INF4, along with Policy INF5, provides the means of ensuring that the necessary infrastructure that has been identified through the IDP can be delivered. This is essential in the context of the NPPF (2021).

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Infrastructure Delivery Plan (2021)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Delivery Partners**

- Public Sector Partners
- Warrington & Co
- Livewire
- Warrington Together
- NHS Cheshire and Merseyside
- Halton and Warrington NHS Hospital Trust

## 7.5 Delivering Warrington's Infrastructure

- 7.5.1 Sufficient and appropriate infrastructure is crucial to the well-being of communities. From transport infrastructure, healthcare, education and utilities, the delivery of well-planned infrastructure which takes account of current and future needs is a fundamental part of the plan making process.
- 7.5.2 The provision of appropriate infrastructure is also essential for Warrington's continued growth which underpins the Local Plan's development strategy to 2038/39. New development can place a strain on existing infrastructure, but it also has the potential to provide or help provide new infrastructure, or to improve existing infrastructure and services.
- 7.5.3 Policy INF5 seeks to ensure that demand and implications for infrastructure are identified and provided for in a timely manner.

### **Policy INF5 - Delivering Infrastructure**

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



Utilities.  
Waste management.  
Health infrastructure.  
Sport, leisure, recreational, cultural and other social and community facilities.  
Emergency services.

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

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

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

### **Why we have taken this approach**

- 7.5.4 It is crucial to the delivery of the Local Plan that the necessary infrastructure is provided to support the level of growth identified in a phased and co-ordinated manner, guided by the Infrastructure Development Plan (IDP) and any additional site specific requirements to support development proposals.
- 7.5.5 The IDP identifies the social, environmental and economic infrastructure that will be required to support the development and growth set out in the Local Plan. The IDP is a 'living document' which will be updated over time.
- 7.5.6 Infrastructure can be provided directly by developers; or planning contributions can be used to deliver on or off-site infrastructure to address or mitigate the impacts of developments. Where appropriate i.e. where it is necessary to make the development acceptable in planning terms, developers will be required to provide the necessary infrastructure or contribute to its provision through Section 106 contributions and/or the Community Infrastructure Levy (CIL) should the Council introduce it.
- 7.5.7 On larger site allocations, including the proposed urban extensions (See Policies MD1 – MD4), the infrastructure requirements for each site are set out in detail, along with timescales for delivery. This is reflected in the IDP.
- 7.5.8 The Council requires that new and improved social and community facilities, utilities and other infrastructure is provided to meet the needs of development in a timely manner so as to make a positive contribution to the creation of sustainable

communities, promote social inclusion and reduce deprivation. Development proposals will be expected to provide contributions towards various stages of the provision of infrastructure, as follows:

- Initial costs e.g. design and development work; and/or
- Capital costs; and/or
- Ongoing revenue such as the management and maintenance of services and facilities.

7.5.9 In accordance with revised guidance in the NPPF (2021) and accompanying PPG, the approach to viability is to be 'open book' and the onus is on the applicant to demonstrate a change in circumstances since the Local Plan Viability Assessment has been carried out. In such cases, the Council will commission an independent review of the viability study, for which the applicant will bear the cost.

7.5.10 Whilst the Council has not yet adopted a CIL Charging Schedule, this may follow in due course and so the policy provides flexibility for it to be implemented. When a Charging Schedule is in place, Section 106 agreements will continue to be used for site specific contributions and affordable housing.

7.5.11 A Planning Obligations Supplementary Planning Document (SPD) was adopted by the Council in January 2017. This explains how developer contributions will be calculated. This will be updated following adoption of the Local Plan.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Local Plan Viability Assessment (2021)
- Infrastructure Delivery Plan (2021)
- Planning Obligations SPD (2017)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)
- Playing Pitch Strategy (updated 2019)
- Sports Facilities Strategic Needs Assessment (2014)

### **Council Wide Strategies**

- Local Transport Plan 4 (LTP4) (2019)
- WBC SFRA Level 1 & 2 (2018)
- WBC Housing Strategy 2018-2028

### **Delivery Partners**

- Private Sector
- Public Sector

- Warrington & Co
- NHS Cheshire and Merseyside

## **7.6 Aerodrome Safeguarding (Manchester Airport)**

- 7.6.1 By virtue of its importance to the national air traffic system, Manchester Airport is an officially safeguarded aerodrome and parts of its safeguarded area fall within the Borough. This may influence the type of development allowed in certain areas, and in order to determine the safety implications of a proposal there is an established safeguarding process between local planning authorities and safeguarded Aerodromes.

### **Policy INF6 – Aerodrome Safeguarding (Manchester Airport)**

#### General Principles

1. Development within the safeguarding zone as shown on the Policies Map that would adversely affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

#### **Why we have taken this approach**

- 7.6.2 The safeguarding zone for Manchester Airport is defined on a safeguarding map issued by the MAG Aerodrome Safeguarding Authority under Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002. The aerodrome safeguarding map defines certain types of development that, by reason of their height, attraction to birds or inclusion of or effect upon aviation activity, require prior consultation with the Airport Operator or National Air Traffic Services Ltd.
- 7.6.3 For Warrington this includes all buildings, structures, erections or works exceeding 90m in height in some parts of the Borough, any proposal within 13km of the aerodrome with the potential to attract birds (e.g. significant areas of landscaping, water bodies, nature reserves, bird sanctuaries, waste facilities, sewage works, mineral extraction or quarrying), all proposals connected with an aviation use within 13km of the aerodrome, and all applications for wind turbines throughout the whole of the Borough.
- 7.6.4 The whole of the Borough is also in the Manchester Airport Safeguarding consultation zone for all buildings, structures, erections and works exceeding 360m in height and consultation with the Airport will therefore be required for all buildings, structures, erections and works exceeding 360m in height in any part of the Borough.
- 7.6.5 Government advice in OPDM Circular 1/2003 'Advice to Local Planning Authorities on Safeguarding Aerodromes and Military Explosives Storage Areas' sets out the detailed guidance on how safe and efficient operations can be secured.

7.6.6 In accordance with this circular, Manchester Airport is a statutory consultee for certain planning applications for developments that require safeguarding to protect the safety of the Airport's operation.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Infrastructure Delivery Plan (2021)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)
- OPDM Circular 1/2003 'Advice to Local Planning Authorities on Safeguarding Aerodromes and Military Explosives Storage Areas'

### **Council Wide Strategies**

- Warrington Means Business (2020)

### **Delivery Partners**

- Manchester Airport Group (MAG)

## 8 Policies Relating to Objective W5

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

### 8.1 Warrington's Places

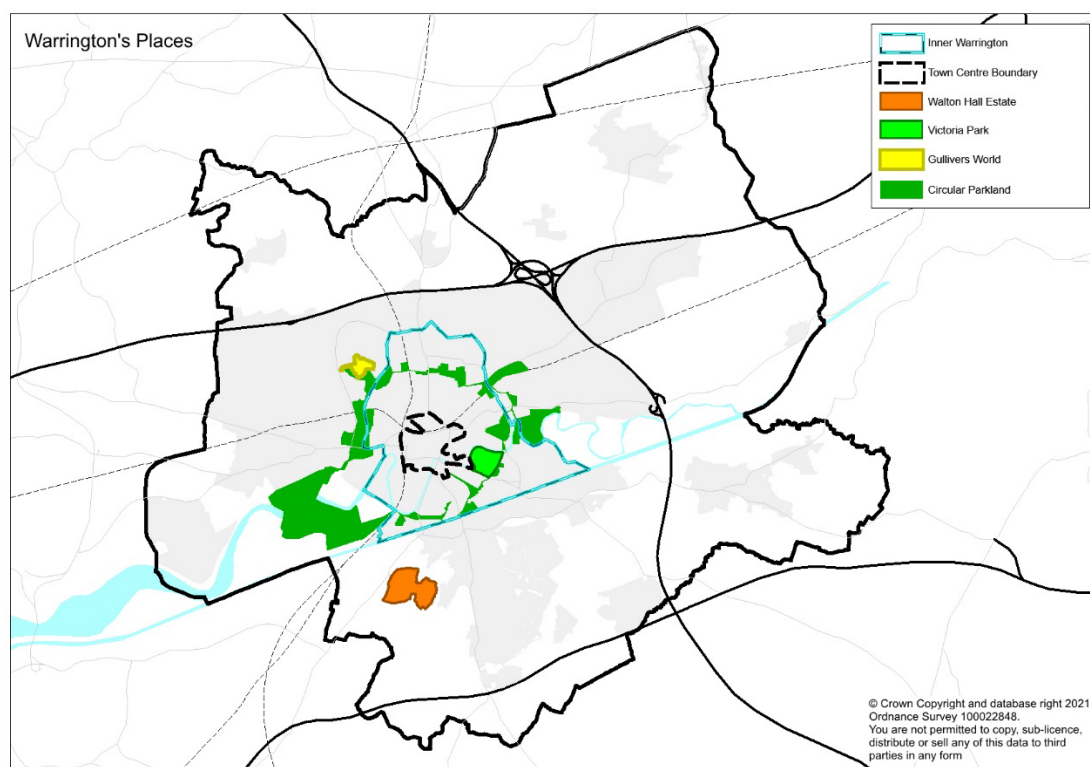
8.1.1 The Borough of Warrington comprises a complex network of places, within which people exercise their choice of location for residence or business, and their destination for employment, shopping, education, health treatment, leisure, culture and entertainment.

8.1.2 Different areas within the Borough have different characteristics and differing needs and it is important to recognise this when considering the development priorities for Warrington up to 2038/39.

8.1.3 Warrington's places can be broken down into the following categories:

- Inner Warrington;
- Suburban Warrington;
- Countryside and settlements; and
- Warrington's visitor attractions.

**Figure 12 – Warrington's Places**



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

### **Policy DC1 - Warrington's Places**

#### Inner Warrington

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

2. Development in this area will be required to:

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

3. The Central Six Regeneration Masterplan sets out ambitions for a wide range of projects - from parks to housing and air quality to employment - for the Inner Warrington Wards, which together support residents' ambitions for the improvement of their localities. Development proposals should address the priorities set out in the Masterplan.

#### The Town Centre

4. Additional guidance on the design of new properties, the conversion of existing properties and amenity provision and standards are provided in the Town Centre Supplementary Planning Document which covers the Town Centre area. Development proposals in this area will be expected to meet the requirements of this document.

#### Suburban Warrington

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

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

#### Warrington's Circular Parklands

7. The Council is committed to preserving and enhancing the Borough's Circular Parklands which surround the Inner Warrington area and are a key attribute to the town and the Town Centre. The Council and its partners will continue to promote opportunities to join up this

circular network more effectively and to make better use of it for amenity, cultural and leisure uses, as well as for sustainable transport.

### Countryside and Settlements

8 Appropriate and sustainable development will be directed to the settlements on varying scales reflecting existing services and infrastructure.

9. Areas of countryside surrounding the inset settlements, including Green Belt settlements, will continue to be protected from inappropriate development in accordance with their Green Belt designation (See policy GB1).

### Warrington's Visitor Attractions

#### *Town Centre*

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

#### *Victoria Park*

11. The Council and its partners will look to preserve and enhance the unique characteristics of Victoria Park. Appropriate development ancillary to the role of the park will be supported where it:

- a. Does not result in an unsubstantiated loss of green space or adversely affect the quality and extent of sports, play and park facilities that create vibrancy and activity throughout the day;
- b. Makes the park more sustainable, viable and attractive;
- c. Supports and does not impact upon the works undertaken by the Environment Agency's Flood Risk Management Strategy;
- d. Preserves the flood management role of the park as part of the identified functional flood plain;
- e. Opens up access to and enjoyment of the River Mersey and riverside links through to the Town Centre, the Waterfront and Black Bear Park;
- f. Improves the functionality and quality of Green Infrastructure; and
- g. Preserves and enhances the historic interest of the park, and historic assets within, including their setting, in accordance with national and local policies relating to heritage assets.

12. Development in areas immediately surrounding the park should have regard to securing appropriate access and should deliver improvements to the park's environment and facilities where possible.

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



### *Walton Hall Estate*

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

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

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

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

### *Gulliver's World*

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

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

### Neighbourhood Plans

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

## **Why we have taken this approach**

- 8.1.5 This policy seeks to recognise the varying nature of the Borough in terms of existing development patterns within the urban area and outlying settlements, and also takes account of key tourist attractions. Within each of these areas there are different priorities which need to be articulated through the Local Plan.
- 8.1.6 The areas of Inner Warrington and Suburban Warrington are notably different in terms of the built environment, levels of deprivation and health and well-being. It is clear that particular focus is required in Inner Warrington to address some of the key issues here and the Central Six Regeneration Masterplan seeks to directly address these inherent problems. This is a Council approved document providing informal planning guidance. The Warrington Town Centre Supplementary Planning Document is an adopted planning document. Through its focus on liveability in the Town Centre it provides guidance on how health and well-being can be addressed through design in new development and conversion proposals including specific

guidance on the expectations of the Council around open space provision, amenity and providing good living and working conditions. The Central Six Regeneration Masterplan and the Town Centre Supplementary Planning Document are therefore key in supporting the objectives of Policy DC1 for Warrington's inner areas.

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

- 8.1.13 Victoria Park provides an important facility for the residents of Warrington, principally through its proximity to the Town Centre, its scale and its extensive and diverse range of sports and play facilities. More recently, the use of the park has been further widened to include hosting music and other cultural and leisure events. The park has seen a significant amount of investment in recent years in relation to flood defence works and upgrading of facilities. It is important that the park is protected and its current role is maintained and enhanced wherever possible. It is also essential that any new development is not detrimental to this important asset, whilst recognising that some improvements and development may be required within the park itself.
- 8.1.14 There is recognition that ongoing improvements will be necessary at Walton Hall Estate, which comprises of Walton Hall, Walton Park and Gardens, and Walton Municipal Golf Course, in order to ensure that the full potential of the estate's assets are being realised and that ultimately the estate can become financially self-sustaining. Policy DC1 seeks to promote the opportunity that the Walton Hall Estate presents alongside putting in place a framework to guide redevelopment proposals to ensure that any commercial activities intended to generate income do not undermine public access, the estate's existing function or its setting.
- 8.1.15 Gulliver's World is a much valued attraction within the Borough, it has a wide regional catchment in terms of drawing visitors in to Warrington. The Council will continue to support this attraction and work closely with the operator in relation to future expansion plans, whilst also managing the interrelationship of this major attraction with nearby communities.
- 8.1.16 Neighbourhood planning is not a legal requirement but a right which communities in England can choose to use. Neighbourhood planning enables communities to play a much stronger role in shaping the areas in which they live and work and in supporting new development proposals. A number of communities in Warrington have expressed an interest in bringing forward Neighbourhood Plans. The Council will support neighbourhood planning groups to bring forward Neighbourhood Plans that are consistent with the Local Plan, including giving consideration to opportunities for allocating small and medium sized sites suitable for housing in their area in accordance with paragraph 70 of the NPPF.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Strategic Flood Risk Assessment Level 1 and 2 (2018)
- Strategic Flood Risk Assessment Addendum (2021)
- Local Housing Needs Assessment (2021)
- Economic Development Needs Assessment (2021)
- Retail Study Update (2021)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Other Planning Documents**

- WBC Design and Construction SPD (2010)
- Warrington Town Centre SPD (2021)

### **Council Wide Strategies**

- Cultural Framework
- Public Art Strategy
- Local Transport Plan 4 (LTP4) (2019)
- Central Six Regeneration Masterplan (2020)
- First and Last Mile Transport Masterplan (FLMTM) (2021)

### **Delivery Partners**

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

## 8.2 Warrington's Historic Environment

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

### Policy DC2 - Historic Environment

#### General Principles

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

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

#### Assessing Development Proposals

4. 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 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.

5. 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).

6. Proposals which would remove, harm or undermine the significance of a non-designated heritage asset will only be permitted where the benefits are considered sufficient to outweigh the harm to the character of the local area.

7. Where the proposal affects (non-designated) archaeological sites of less than national importance it should conserve those elements which contribute to their significance in line with the importance of the remains. In those cases where development affecting such sites is acceptable in principle, mitigation of damage will be ensured through the preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development, the findings of which should be deposited with the Historic Environment Record.

8. Proposals within or affecting the setting of a Conservation Area will only be permitted where it preserves or enhances the character and appearance of the area including those elements which have been identified within the Conservation Area appraisal as making a positive contribution to the significance of that area.

9. All applications which affect a heritage asset should be accompanied by a Statement of Significance which may form part of a Design and Access statement and/or a Heritage Impact Assessment. This should provide the information necessary to assess the impact of the proposals on the heritage asset and its setting including demonstrating how the proposal has taken into account the elements that contribute to its significance, including where relevant, its architectural and historic interest, character and appearance.

## Why we have taken this approach

- 8.2.3 The NPPF (2021) identifies conservation and the enhancement of the historic environment as a strategic matter. It goes on to state at paragraph 190 that Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.
- 8.2.4 It is essential to define the key elements that contribute to the Borough's historic environment to ensure they are preserved and where possible enhanced through new development. This is particularly important given the scale of new development proposed over the Plan period.
- 8.2.5 There are 379 Listed Buildings and 16 Conservation Areas in the Borough, together with a large number of other buildings and structures of interest that are included on a Local List. The Borough also contains 12 Scheduled Ancient Monuments, a Registered Battlefield and a wealth of archaeological remains.
- 8.2.6 Whilst the majority of designated heritage assets across the Borough are in good condition, 4 Listed Buildings and 3 Conservation Areas are included in Historic England's Heritage at Risk Register 2020.
- 8.2.7 The Council acknowledges that its Local List of non-designated heritage assets is out of date and Parish Councils and other community groups have made a number of suggestions for additions to the Local List. The Council is also aware that not all of the Borough's Conservation Areas have Character Appraisals and Management Plans.
- 8.2.8 The Council recognises that it needs to undertake a more proactive role to managing and promoting heritage in the Borough. The Council will therefore work with Historic England, local communities and other relevant Stakeholders, to set out clear priorities for its heritage work.
- 8.2.9 The Council will take positive action to secure the retention, repair, maintenance and continued use of heritage assets and will:
- seek support and funding from all available sources to set up grant and repair schemes;
  - use its available powers to take action in the case of vulnerable and deteriorating buildings;
  - seek to secure the retention of buildings of architectural or historic interest, subject to reasonable standards of health and safety; and
  - provide guidance and advice to owners and developers.
- 8.2.10 With regard to buildings at risk, the Council will aim to ensure their continued use, maintenance, repair and restoration, making use of powers available if owners fail to carry out essential repairs, as appropriate.

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

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Historic England's Heritage at Risk Register (2020)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Other Planning Documents**

- WBC Design and Construction SPD (2010)
- WBC Conservation Area Management Plans
- Historic England Guidance

### **Council Wide Strategies**

- WBC Public Art Strategy
- Warrington Means Business (2020)

### **Delivery Partners**

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



### 8.3 Warrington's Green Infrastructure Network

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

#### **Policy DC3 – Green Infrastructure**

##### Strategic Green Infrastructure

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

##### Green Infrastructure Opportunities

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

- a. The Mersey Valley;
- b. Sankey Valley Park and St. Helens Canal;
- c. The Bridgewater Canal;
- d. The River Bollin; and
- e. The Trans Pennine Trail

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

- a. Great Manchester Wetlands Nature Improvement Area;

- b. Bold Forest Park;
- c. Walton Hall Estate;
- d. The Mersey Forest;
- e. The Circular Parklands; and
- f. The River Mersey frontage where it passes through the Town Centre.

4. The Council will work with partners to restore, enhance and expand the network of core ecological sites, wildlife corridors, stepping stone habitats and restoration areas in order to:

- a. secure a measurable net gain in biodiversity in accordance with national legislation and its supporting best practice guidance;
- b. to expand tree cover in appropriate locations across the Borough;
- c. to improve landscape character, water and air quality;
- d. to help adapt to flood risk and mitigate the impacts of climate change;
- e. to contribute to the development of the Mersey Forest;
- f. to contribute to the delivery of the Local Nature Recovery Strategy and the wider nature recovery network;
- g. to enhance the wetlands and other important irreplaceable and semi-natural habitats across Warrington; and
- h. to support the retention of underused farmland for habitat creation and management.

#### Development Proposals affecting Green Infrastructure

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

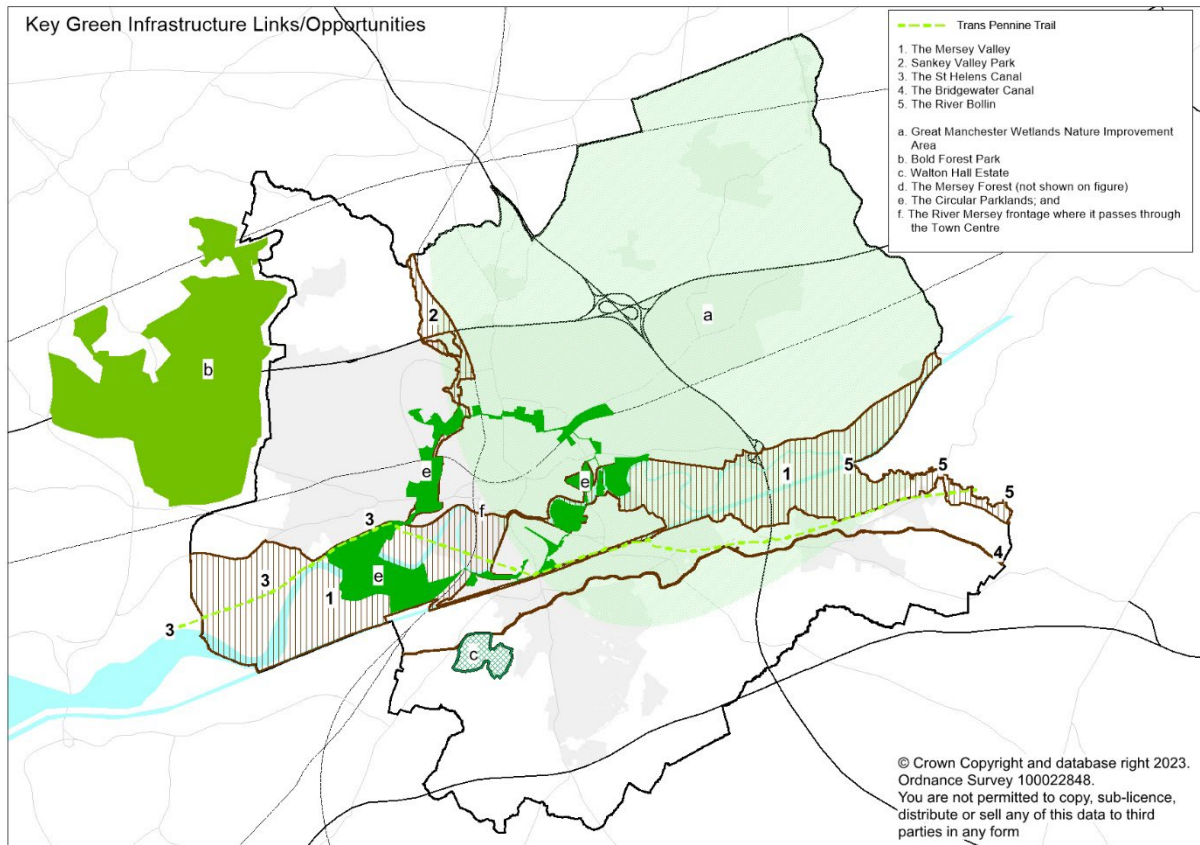
- a. protect existing green infrastructure and the functions it performs, especially where this helps to mitigate the causes of and addresses the impacts of climate change and contributes to nature recovery;
- b. increase the functionality of existing and planned green infrastructure especially where this helps to mitigate the causes of and addresses the impacts of climate change and contributes to nature recovery;
- 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, where these two functions do not adversely affect each other;
- d. protect and improve access to and connectivity between existing and planned green infrastructure to develop a continuous right of way and greenway network and integrated ecological system/network;
- e. secure new green infrastructure in order to cater for anticipated increases in demand arising from development particularly in areas where there are existing deficiencies assessed against standards set by the Council in accordance with Policy DC5; and
- f. provide long-term management arrangements for new and enhanced green infrastructure within development sites.

## Why we have taken this approach

### Warrington's Green Infrastructure Network

- 8.3.3 The NPPF defines green infrastructure as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
- 8.3.4 Warrington's green infrastructure is considered to constitute the Borough's collective network of green spaces and environmental features including for example parks and formal gardens; village greens; wetlands, woodlands and meadows; all watercourses, including small brooks, canals and the corridors through which they flow; playing fields, amenity space in housing estates; transport corridors and rights of way. Through recognition of the many benefits it can provide for people and for wildlife, green infrastructure is widely recognised as a critical ingredient in creating successful places where people want to live and work. Policy DC3 identifies a number of strategic green links that connect the Borough with the wider sub-region and represent opportunities for reinforcing and maximising the environmental and socio-economic benefits that green infrastructure provides (See Figure 13).
- 8.3.5 The Mersey Valley Corridor constitutes a wide tract of land (exceeding 2kms in places) extending across the Borough from Fiddlers Ferry Power Station in the west, to Hollins Green and the flood plain of the River Bollin in the east. Its value lies in the mix of river valley habitats, notably wetlands, in the context of the Mersey Estuary as a whole - one of the largest estuaries in Europe and supporting internationally important numbers of birds.
- 8.3.6 Sankey Valley Linear Park is an important corridor which runs north-south for over 6km through Warrington, linking the Green Belt in the north to the River Mersey in the south. It is characterised by 'New Town' ecology-led landscaping adjoining Sankey Brook and the St Helens Canal and is important for flora and fauna as well as leisure, recreation and opportunities for active travel.
- 8.3.7 The Bridgewater Canal is a 65km (39 mile) canal stretching from Runcorn to Leigh. It runs through the south of the Borough. From Warrington, the route provides a connection to Runcorn in the west and through Lymm and onwards towards Altrincham in the east.
- 8.3.8 The Transpennine Trail (TPT) is a long distance path running from coast to coast across northern England. It forms part of National Cycle Route 62 and like the Bridgewater Canal runs through the south of the Borough, providing a connection to Runcorn/Widnes in the west and through Lymm and onwards towards Altrincham in the east.

**Figure 13 – Key Green Infrastructure Links and Opportunities**



8.3.9 The NPPF (paragraph 175) states that local planning authorities should set out a strategic approach to maintaining and enhancing networks of habitats and green infrastructure in their Local Plans, planning positively for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries and the PPG indicates that Local Plans should identify the strategic location of existing and proposed green infrastructure networks.

8.3.10 The PPG identifies how green infrastructure can help support a number of planning goals including:

- Building a strong, competitive economy by driving economic growth and regeneration and helping to create high quality environments, which are attractive to businesses and investors.
- Achieving well-designed places by enhancing the built environment through the provision of features such as green roofs, street trees, proximity to woodland, public gardens and recreational and open spaces and in a wider landscape context reinforcing and enhancing local landscape character, contributing to a sense of place and natural beauty.
- Delivering a wide choice of high quality homes, providing opportunities for recreation, social interaction and play in new and existing neighbourhoods and enhancing local landscape character, contributing to a sense of place.
- Promoting healthy and safe communities by improving the wellbeing of neighbourhoods, helping create safe and accessible environments, providing

opportunities for recreation, exercise, social interaction, experiencing and caring for nature, community food-growing and gardening and thereby delivering mental and physical health benefits.

- Conserving and enhancing the natural environment by contributing to a range of benefits, including ecological connectivity, facilitating biodiversity net gain and nature recovery networks and opportunities for communities to undertake conservation work.
- Helping to reduce air pollution, noise and the impacts of extreme heat and extreme rainfall events.
- Meeting the challenge of climate change by contributing to carbon storage, cooling and shading, opportunities for species migration to more suitable habitats and improving drainage (including the use of sustainable drainage systems), managing flooding and water resources and improving water quality.

8.3.11 The Strategic Green Network/Links that traverse the Borough are of fundamental importance to the natural environment and character of Warrington and as such the Spatial Strategy seeks to reinforce this. Policy DC3 outlines a strategic approach to the care and management of the Borough's Green Infrastructure and seeks to conserve the Borough's assets as well as protecting the vital and wide ranging functions these assets perform. In order to protect the functions that green infrastructure performs proposals for development will be assessed against: the role that the site plays as part of the existing or proposed Greenway Network of recreational footpaths, bridleways and cycleways (identified on the Policies Map); its landscape and/or nature conservation value; its value as a buffer zone between other uses; its value as a visual amenity or townscape feature in contributing to the character or appearance of the surrounding area; and its importance as a community resource.

8.3.12 To maximise the social, economic and environmental benefits of green infrastructure and to conserve, restore and enhance ecology and biodiversity, the Council is promoting an integrated approach. It will seek to ensure that green infrastructure is a multi-functional resource capable of delivering the quality of life and ecological benefits required by the species it serves; as well as those needed to underpin wider sustainability issues such as mitigating the causes of and adapting to the impacts of climate change. Alongside this the Council will also seek to ensure that opportunities to improve the quality of the network, to the benefit of both people and wildlife, are taken, as well as opportunities to connect areas of fragmentation so as to create a continuous right of way network and integrated ecological system throughout the Borough.

8.3.13 The Government's 25 year Environment Plan has a target to increase the coverage of woodland in England by up to 12% by 2060. The Government supports the development of the Northern Forest along the M62 Corridor, through the partnership of the Community Forests and the Woodland Trust. The Mersey Forest Plan is the local delivery Framework for the Northern Forest. The Mersey Forest Plan sets local targets for woodland cover including in Warrington Borough.

- 8.3.14 The built up areas of the Borough contain a variety of types of urban green spaces. In particular, the main urban area of Warrington contains a significant amount of green space as a legacy of its former New Town status. A unique feature of this network is a framework of linked open spaces that form a necklace around the Town Centre and the masterplanning areas (Warrington's "Circular Parklands").
- 8.3.15 In addition, the history and development of Warrington is intrinsically linked to the River Mersey as a major crossing point. However, the river today is a vastly underutilised feature that is hidden from those in the Town Centre. The Town Centre SPD promotes development along the frontage of the river and seeks to improve access to the river with new green links that can combine to form a linear park alongside the River Mersey and connect the green spaces that surround the Town Centre. An east to west green link that connects Victoria Park to the east of the Town Centre with Warrington Bank Quay Station in the west has been identified as an important connection to be delivered.
- 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 compensation measures should be in close proximity to the site so as to maintain the integrity of the network.
- 8.3.17 The NPPF indicates that Local Plans should seek to secure measurable net gains in biodiversity (Paragraph 179b). This policy encourages opportunities to secure measurable net gains in biodiversity across the Plan area as a whole. The 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. The latest version of the DEFRA metric, together with a metric for assessing small sites, is due to be published in 2023/2024.
- 8.3.18 The Government's 25 year Environment Plan also sets the UK's ambition to develop a growing and resilient network of land, water and sea that is richer in plants and wildlife. It includes a number of commitments for nature, including publishing a new strategy for nature to replace Biodiversity 2020. The Plan identifies an objective of establishing a Nature Recovery Network. Natural England is supporting Warrington Borough Council in identifying and establishing such a network across Warrington and beyond its boundaries, through developing an ecological wetland network model. This GIS tool can be used to support decisions for land managers, planners, developers and others around appropriate management and creation opportunities for wetlands and their associated habitats to support natural capital benefits.
- 8.3.19 The network has been mapped and modelled by Natural England and shows a wetland nature recovery network of existing core sites, fragmentation zones, enhancement zones and areas of expansion to buffer the wetland network. This

network has been created using data which describes the underpinning conditions which are suitable for wetlands, including geology and soil characteristics. It is able to predict where the ground is suitable for wetlands and as such allows decisions around where and what type of wetland, both natural and more artificial structures such as Sustainable Drainage Systems, could and should be located across the Borough. The Council will continue to work with Natural England to identify a full ecological network; with the Local Nature Partnership to produce a Local Nature Recovery Strategy; and give consideration to the need for the preparation of an SPD that will map out the ecological network and set out the Council's considerations and expectations when such sites are proposed for development or impacted by proposed development nearby.

- 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.
- 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.

#### **8.4 Biodiversity and Geodiversity in Warrington**

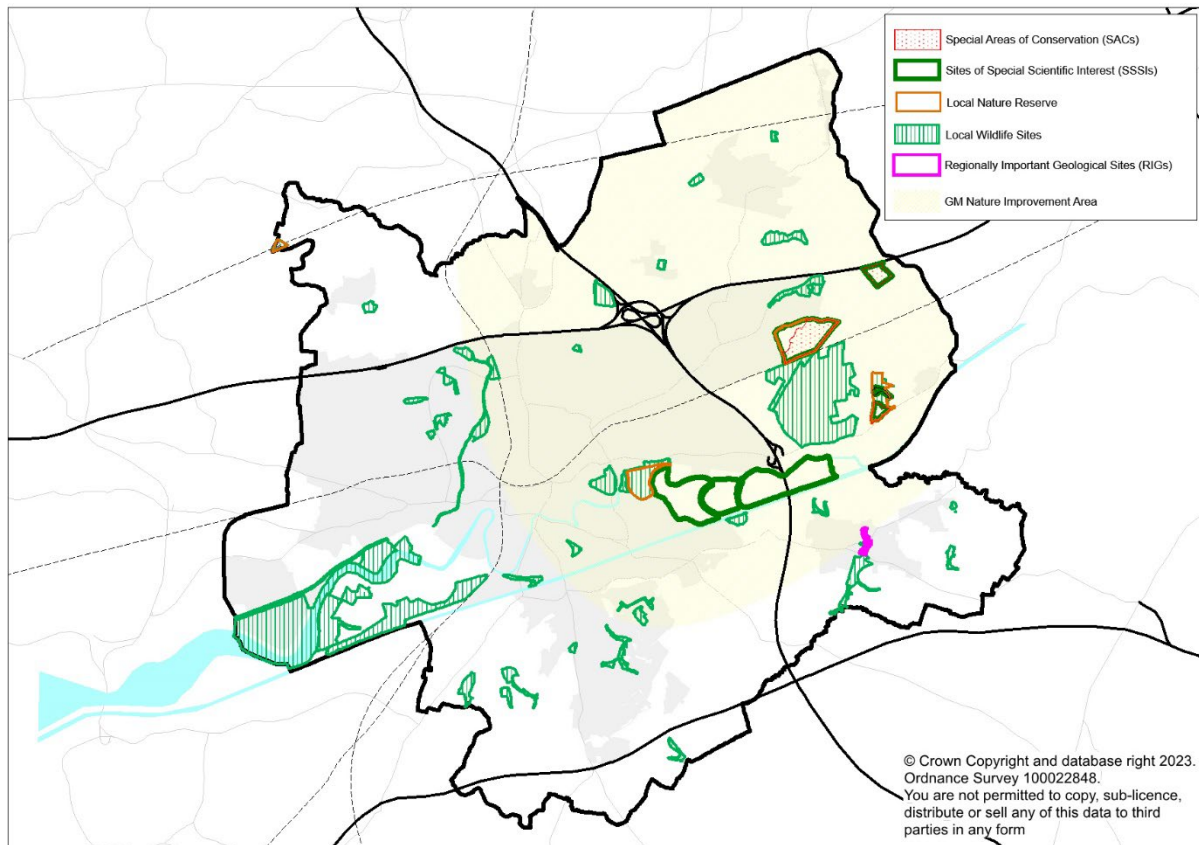
- 8.4.1 In addition, to the strategic green links the Borough's green infrastructure network incorporates a range of designated sites of nature conservation value. These include: Public Rights of Way (PROW); Local Nature Reserves; Local Wildlife Sites; Special Areas of Conservation (SACs); Sites of Special Scientific Interest (SSSIs); Regionally Important Geological Sites (RIGs); and the Great Manchester Wetlands Nature Improvement Area (NIA) (see Figure 14).
- 8.4.2 Warrington Borough contains numerous old marl ponds and several former mineral extraction sites, together with significant areas of open countryside that provide important wildlife habitats and are of high nature conservation value.
- 8.4.3 There are three designated European sites of international importance for nature conservation in the east of the Borough. The sites at Risley Moss and Holcroft Moss are two of three sites which make up the Manchester Mosses Special Area of Conservation (SAC) designated for their value as degraded raised peat bogs still capable of natural regeneration. The nearby Rixton Clay Pits comprises part of an extensive disused brickworks excavated for glacial boulder clay which have filled with water since workings ceased in the 1960s. The site is also a SAC designated for its value as habitat for Great Crested Newts. The site also supports species-rich

grassland, scrub and mature secondary woodland. All three of these sites together with Woolston Eyes are also nationally protected as a UK Site of Special Scientific Interest (SSSI), the only such sites in the Borough.

- 8.4.4 Warrington has four Local Nature Reserves (LNRs) and 55 Local Wildlife Sites (LWSs). LNRs are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949. Two of these, Risley Moss and Rixton Claypits, are also sites of international importance for nature conservation (SACs). LNRs are for both people and wildlife offering convenient access to nature and providing special opportunities to study or learn about nature or simply to enjoy it. LWSs are the most important non-statutory wildlife sites in Warrington and cover a wide variety of habitats such as ancient woodland, grassland, and wetlands. The quality and interconnectivity of these sites is vital to sustain wildlife in the context of pressures arising from urbanisation, agricultural intensification and climate change.
- 8.4.5 Warrington also has two Regionally Important Geological Sites (RIGs) (formerly Sites of Importance for Nature Conservation - SINCs) identified for their indigenous woodland species and geology outside statutorily protected sites such as SSSIs. They are important as an educational, historical and recreational resource.
- 8.4.6 The Great Manchester Wetlands NIA was adopted by the Greater Manchester and Cheshire Local Nature Partnerships in May 2013 and covers around 40,000 hectares extending across parts of Salford, Trafford, Wigan and Warrington. The area of the NIA within Warrington is shown on the Policies Map. The vision is for the NIA to become an exemplar of biodiversity restoration, enhancement and the delivery of landscape-scale ecological wetland network for wildlife and people.
- 8.4.7 The NIA designation does not prevent new development, and some of the allocations in this Local Plan are within the NIA. However, a location within the NIA makes it essential that a high level of appropriate green infrastructure is incorporated within any development site in order to increase the area of priority habitats, improve connectivity between habitats and species populations and enable the movement of key species within the NIA and beyond. Also the NIA includes extensive areas of peat deposits in the east of the Borough (see Figure 17), which are valuable elements of natural capital for the purposes of carbon storage in the form of restorable peat. Opportunities should be taken to restore the degraded bogs, wherever possible.



**Figure 14 – Warrington’s Designated Sites of Nature Conservation and Geological Value**



8.4.8 A number of species of plants, birds and animals are specifically protected by European or national legislation due to their significance or vulnerability. There are a number of protected animals that are found in the Borough. These include bats, water voles, owls, otters and Great Crested Newts.

#### **Policy DC4 - Ecological Network**

1. The Council will work with partners to protect, conserve, and restore biodiversity, secure a measurable net gain for biodiversity and enhance public access to nature across the Plan area. These efforts will be guided by national planning policy, the strategic approach to the care and management of the Borough’s Green Infrastructure contained in Policy DC3 and the Local Nature Recovery Strategy.

2. Designated sites and areas that make up the Borough’s ecological network and are recognised for their nature and geological value are shown on the Policies Map and include:

- a. European Sites of International Importance;
- b. Sites of Special Scientific Interest;
- c. Regionally Important Geological Sites;
- d. Local Nature Reserves;
- e. Local Wildlife Sites; and
- f. Wildlife Corridors/Nature Improvement Areas;

Other elements that make up the Borough's ecological network and are recognised for their nature and geological value include:

- g. irreplaceable, protected and priority habitats;
- h. ecological stepping stones and restoration areas; and
- i. other areas identified in the Borough's Local Nature Recovery Strategy.

The specific designated sites at the time of publication are detailed in Appendix 4.

#### Development affecting Sites of International Importance

3. Proposals for development, which may affect European Sites of International Importance will be subject to the most rigorous examination in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended). Development or land use change not directly connected with or necessary to the management of the site and which is likely to have significant effects on the site (either individually or in combination with other plans or projects) and which would affect the integrity of the site, will not be permitted unless the Council is satisfied that:

- a. there is no alternative solution; and
- b. there are imperative reasons of over-riding public interest for the development or land use change and where the biodiversity harm avoidance, mitigation and compensation hierarchy (set out in Part 8 of Policy DC4) has been followed. Any mitigation or compensatory provision must be assessed in a project related Habitats Regulations Assessment and be fully functional before any likely adverse effect arises.

#### Development affecting Sites of National Importance

4. Proposals for development in or likely to affect Sites of Special Scientific Interest (SSSI) will be subject to special scrutiny. Where such development may have an adverse effect, directly or indirectly, on the SSSI it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard the national network of such sites and the biodiversity harm avoidance, mitigation and compensation hierarchy (set out in Part 8 of this Policy) has been followed.

#### Development affecting Sites of Regional and Local Importance

5. Proposals for development likely to have an adverse effect on regionally and locally designated sites will not be permitted unless it can be clearly demonstrated that there are reasons for the development which outweigh the need to safeguard the substantive nature conservation value of the site or feature and the biodiversity harm avoidance, mitigation and compensation hierarchy (set out in Part 8 of this Policy) has been followed.

#### Development affecting Protected and/or Priority Species and Priority Habitats

6. Proposals for development which may adversely affect the integrity or continuity of UK priority habitats, 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 the biodiversity harm avoidance, mitigation and compensation hierarchy (set out in Part 8 of this Policy) has been followed.

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 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.

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.

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

## Why we have taken this approach

### Biodiversity and Geodiversity

8.4.9 Section 40 of the Natural Environment and Rural Communities Act 2006<sup>1</sup> 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 and enhancing 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.

8.4.10 Conserving biodiversity is an important element of sustainable development. Government guidance in the NPPF (2021) and PPG indicates that in delivering sustainable development local authorities should enhance as well as protect biodiversity and natural habitats.

8.4.11 Paragraph 8 of the NPPF states that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right

<sup>1</sup> As amended by paragraph 102 (Part 6) of the Environment Act 2021.

places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

8.4.12 In addition, paragraph 174 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by:

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

8.4.13 Whilst sites of importance for their nature and geological value fall within the wider remit of ‘Green Infrastructure’, the NPPF (paragraph 175) requires the specific identification of such sites and a distinct policy approach to ensure their protection as well as taking a strategic approach to maintaining and enhancing networks of habitats and green infrastructure. Policy DC4 responds to this by setting out the

formal designations active within the Borough and ranking these in order of their importance, in order to guide the degree of protection afforded to these designated sites.

8.4.14 These designated sites are not only important in their own right but collectively they form part of an ecological network. Ecological networks are habitat patches suitable for particular types of species connected by movement corridors through the intervening habitat matrix which are important for maintaining biodiversity. Some of these sites experience pressure from leisure uses, agricultural practices and development. We must manage the Borough's ecological resource to prevent damage and habitat fragmentation and give appropriate support for wider duties, such as the Water Framework Directive and Habitat Regulations.

8.4.15 The NPPG confirms that the relevant evidence in identifying and mapping local ecological networks can include:

- the broad geological, geomorphological and bio-geographical character of the area, creating its main landscapes types;
- key natural systems and processes within the area, including fluvial and coastal;
- the location and extent of internationally, nationally and locally designated sites;
- the distribution of protected and priority habitats and species;
- areas of irreplaceable natural habitat;
- habitats where specific land management practices are required for their conservation;
- main landscape features which, due to their linear or continuous nature, support migration, dispersal and gene flow, including any potential for new habitat corridors to link any isolated sites that hold nature conservation value, and therefore improve species distribution;
- areas identified by national or local partnerships with potential for habitat enhancement or restoration, including those necessary to help biodiversity adapt to climate change or which could assist with the habitat shifts and species migrations arising from climate change;
- audits of green infrastructure, such as open space within urban areas;
- information on the biodiversity and geodiversity value of previously developed land and the opportunities for incorporating this in developments; and
- areas of geological value which would benefit from enhancement and management.

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

8.4.17 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.

## **8.5 Open Space, Sport and Recreation Provision**

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

### **Policy DC5 - Open Space, Sport and Recreation Provision**

#### Open Space Strategy

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

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

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

- a. Protecting existing provision and ensuring that any new open space created will be afforded protection in accordance with Policy DC3 and criteria (7) below;
- b. Addressing existing deficiencies in provision through qualitative enhancement of existing provision, improving access to existing facilities or securing new provision; and
- c. Ensuring that proposals for new development contribute to open space, sport and recreation provision commensurate to the need generated by the proposals.

3. In determining the nature of new or improved provision the Council will be guided by the evidence base (Open Space Audit; Sports Facilities Strategic Needs Assessment; Playing

Pitch Strategy and associated Action Plans) and consult with providers and stakeholders, together with potential users of the green space wherever possible, to ensure that provision meets local needs.

#### Open Space and Equipped Play Provision

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

\* The requirement to provide equipped play provision only applies to family accommodation (ie. two bedrooms or more).

5. Any development within the Town Centre (as defined in the Town Centre SPD) where it can be demonstrated that it is not possible to provide any or adequate on-site provision will be expected to make a financial contribution towards off-site provision/enhancements to open space elsewhere in the Town Centre in accordance with the requirements of the Council's Town Centre and Planning Obligations SPD's.

#### Outdoor Sports - Playing Pitches

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

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

#### Indoor Sport and Recreation Facilities

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

9. Where major development sites of a strategic nature would result in an increase in demand which could not be accommodated within an existing facility(s) and is of such a

level that it would require the delivery of a completely new facility, the Council will seek to secure the delivery of the new facility as part of the overall development proposal.

#### Protection of Open Space, Sport and Recreation Facilities

10. The Council will not permit development likely to result in an unacceptable loss of existing open space, sport or recreation facilities for non-recreation purposes unless it can be demonstrated that it meets one of exceptions listed in paragraph 99 of the NPPF.

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

### **Why we have taken this approach**

#### Open Space, Sport and Recreation Provision

- 8.5.3 Parks and green spaces are good for people's health, the local economy and the environment. There is unequivocal evidence that living in proximity to green spaces increases well-being and reduces mortality rates regardless of income. Living near to green spaces is proven to encourage physical activity and reduce obesity and stress, which are two of the most significant health issues facing the UK (The Marmot Review (2011) The Marmot Review: Implications for Spatial Planning).
- 8.5.4 Green spaces also help to create attractive environments in which people will choose to live and in which business will invest.
- 8.5.5 Paragraph 98 of the NPPF states that "Access to a network of high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities" and that "planning policies should be based on robust and up-to-date assessments of the need for open space, sports and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision".
- 8.5.6 The Council's open space standards are designed to ensure that all residents have good access to a range of recreation opportunities, which are able to meet a variety of different needs and demands. The standards have been used in Warrington for several years or more, and are derived from the national "6 Acre Standards" produced by National Playing Fields Association (now superseded by the Fields in Trust (FiTs) standards).
- 8.5.7 The different typologies of open space are shown on the Policies Map. It should be noted that some small open space sites are not shown on the Policies Map. All open spaces that are of public value, whether or not they are shown on the Policies Map, are protected by Policy DC5. This will also apply to any new areas of open space to be created as a result of new residential development.
- 8.5.8 In accordance with national guidance the Council has assessed the needs of its population through separate assessments of open space, outdoor sports and built



recreation facilities. The Council’s evidence base for open space and recreation provision consists of an Open Space Audit; a Playing Pitch Assessment and a Sports Facilities Strategic Needs Assessment. Whilst, these provide a good understanding of the current level of provision of open space, sports pitches and built sports facilities provision across the Borough they are in the process of being updated to take account of ward boundary changes; provision that has been provided since they were published and the revised Plan period. These documents together with the associated Strategies and Action Plans will be used to guide decisions on capital and revenue resource allocation, as well as to highlight key spatial priorities and deficiencies to be addressed through funding bids and S106 planning obligations to support future growth.

- 8.5.9 The Council has undertaken an audit of the quantity, quality and accessibility of open spaces within the Borough. The Council’s Open Space Audit 2016 includes standards for the quantity, quality and accessibility of all types of green space and provides a comprehensive audit of all the typologies of green space. It provides an assessment of the quantity, quality and accessibility of open space provision across the Borough on a ward basis and details of surpluses and deficits of the various types of open space based on the standards adopted by the Council. It also provides Ward Profiles that detail the types, locations, amount and size of open space provision within each ward. All of our standards for open space are set out in Table 6<sup>2</sup>.

**Table 6 – Open Space Standards**

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

<sup>2</sup> It should be noted that just prior to the adoption of the Plan the Council approved a new updated Open Space Assessment (The Warrington Borough Council Open Space Report, March 2023) that uses the latest FiTs quality and accessibility standards, which differ slightly from those specified in Table 6.

- 8.5.10 These standards are used to inform the open space requirements for new housing developments as set out in Policy DC5. The standards will be kept under review and updated through subsequent versions of the Planning Obligations SPD. The calculation of the amount of open space needed should not include areas such as street planting/verges or inaccessible areas such as permanent water storage facilities. The required layout of any new open space will depend on the nature of the proposed development. However, any areas provided on site should be able to function effectively as open space and be accessible, safe, overlooked and strategically located within the site and, where possible, well integrated into the wider green infrastructure network. It is particularly important for biodiversity net gain, climate change adaptation, the creation of wetland habitat and access to nature that the large strategic development areas make provision for natural/semi-natural green space. In some cases the open space(s) provided may need to be designed and laid out in a way that would contribute towards flood risk mitigation and management in accordance with Policy ENV2.
- 8.5.11 The requirements for open space are in addition to any requirements for outdoor sports facilities such as playing pitches. Any requirement for outdoor sports provision that arises from new residential development will be addressed separately in accordance with Part 6 of Policy DC5. Similarly any requirement for indoor sport and recreation provision will be assessed in accordance with Part 8 of Policy DC5.
- 8.5.12 The provision of playing pitches is considered in the separate Playing Pitch Strategy. The study provides a clear understanding of facility needs locally, taking into consideration all the provision that currently exists in Warrington (supply) and cross-referencing this with the current and future needs of the Borough's population (demand) up to 2027. It also provides a strategic framework/action plan for the maintenance and improvement of existing sports pitch provision in Warrington<sup>3</sup>.
- 8.5.13 The assessment identifies and assesses the provision of the following sports pitch types:
- Football pitches (including 3G AGPs)
  - Cricket pitches
  - Rugby union pitches
  - Rugby league pitches
  - Hockey/Artificial grass pitches (AGPs)
  - Third generation turf pitches (3G pitches)
- 8.5.14 Some playing pitches will be located within open spaces protected as wider green infrastructure under Policy DC3; but their function in terms of meeting identified

<sup>3</sup> It should be noted that just prior to the adoption of the Plan the Council approved a new updated Playing Pitch Assessment – The Warrington Borough Council Playing Pitch and Outdoor Sport Assessment Report (Sept 2022).

sporting need and any development proposals affecting their provision as such would be assessed under Policy DC5.

8.5.15 The provision of built sports facilities is considered in the Sports Facilities Strategic Needs Assessment (2014)(SFSNA)<sup>4</sup>, which provides a clear understanding of facility needs locally, taking into consideration all the provision that currently exists in Warrington (supply) and cross-referencing this with the current and future needs of the Boroughs population (demand). It also provides an Action Plan for addressing any identified deficiencies on a Borough wide basis for specific facility types. The Action Plan focuses only on sports facilities currently owned by the Council, many of which are currently operated by external organisations through management arrangements. The assessment identifies and assesses the provision of the following sports facility types:

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

8.5.16 The Council has used a threshold of 40 dwellings for on-site public open space contributions for a number of years, since the adoption of the UDP in 2006. This has worked well in practice and there is no more recent evidence indicating that the threshold should be changed. The threshold of 40 dwellings is also appropriate having regard to the limited number of occupants that smaller developments would have and the limited size of on-site provision that would be justified to meet their needs.

8.5.17 The Open Space Audit records the existing levels of provision of all the open space typologies on a ward basis. The level of provision varies across the Borough dependent upon the type of open space. There are significant deficits of equipped play and informal play provision Borough wide. Whilst there is a deficit of the parks & gardens typology of open space in approximately 50% of the wards there is a large surplus overall Borough wide. There is a deficit of the natural/semi-natural typology of open space in approximately 70% of the wards but there is only a small deficit overall Borough wide.

8.5.18 Where new development would result in a deficiency of open space in the locality, or be in a location where a deficiency already exists, it will be expected to include new, expanded or enhanced open space provision in accordance with Policy DC5. The Council's Planning Obligations SPD outlines the process for determining if equipped play and open space provision or contributions will be required for new

<sup>4</sup> It should be noted that just prior to the adoption of the Plan the Council approved a new updated Indoor Sports Facilities Assessment – The Warrington Borough Council Indoor & Built Sports Facilities – Needs Assessment Report (Aug 2022).

residential development. The Council's Town Centre SPD recognises that in the Town Centre of Warrington, where significant growth is being proposed at higher densities than elsewhere in the Borough, it might not be possible to meet the adopted standards for equipped play and open space provision. In such circumstances a financial contribution towards the provision of off-site open space and public realm improvements could enable the delivery of more strategic green space.

- 8.5.19 The Playing Pitch Assessment Report does not identify an oversupply of playing pitches. The existing position for all pitch sports is that either demand is being met or there is a shortfall. The future position shows exacerbation of current shortfalls and as such existing playing field land must be protected and any new development will be required to make provision for the additional demand it generates.
- 8.5.20 A good proportion of shortfalls expressed could be met by improving pitch quality, allowing access to existing unused pitches such as at school sites and re-using sites where use has lapsed. In terms of improving the quality of the provision the report identified a need for improvements to changing facilities and pitch drainage in particular. The role of lapsed and disused sites in helping to address deficiencies is also explored within the Playing Pitch Strategy and associated Action Plan. This may also be an appropriate method of meeting the additional demand generated by a new development. Where this is considered to be the case financial contributions will be sought in lieu of on-site provision. It is anticipated a combination of all three methods will be required and this is set out in the Action Plan.
- 8.5.21 The Council's SFSNA indicates that the current total quantity of swimming pool provision is just about meeting the current level of demand for casual/recreational swimming provision. However, there are large waiting lists for junior swimming lesson provision and the proposed levels of growth will put pressure on the quantity of provision, in particular within the south and west neighbourhood areas, where the highest levels of population growth are forecast. In addition, the quality of swimming pool provision across Warrington is mixed, with a number identified as being of poor quality based on non-technical assessments.
- 8.5.22 In terms of sports hall capacity, the current total quantity of provision is meeting current total demand with some space capacity available, meaning that despite projected population growth it is anticipated the level of supply of sports hall provision will meet the future needs of the population up to 2020. However, beyond this the levels of growth proposed will result in a deficit in supply and new facilities will be required, particularly in the south and west neighbourhood areas, where the highest levels of population growth are forecast. Other specialist sports facilities, such as tennis and athletics are well catered for but Warrington does not currently have a specialist, traffic free, cycling facility. Cycling is a sport with one of the highest levels of latent demand across the Borough and much of this latent demand derives from the south and west neighbourhood areas, where the highest levels of the growth are proposed. Consultation with British Cycling has suggested

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

8.5.23 The overall picture across the spectrum of open space, sport and recreation facilities within the Borough is that provision is either just about meeting demand or there are deficits in existing levels of provision. Therefore, there is a need to protect existing provision from being lost to other land uses. Any development proposals that would result in the loss of open space, playing pitches or built sports and recreational facilities will be assessed in accordance with national planning policy (paragraph 99 of the NPPF) and Sport England's Exception Policy E4.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Sports Facilities Strategic Needs Assessment (2014)
- Warrington Playing Pitch Strategy Updated Assessment Report (2019)
- Warrington Playing Pitch Strategy and Action Plan (2020)
- Open Space Audit (2016)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)
- A Green Future: Our 25 Year Plan to Improve the Environment, DEFRA 2018
- The Marmot Review (2011) The Marmot Review: Implications for Spatial Planning

### **Other Planning Documents**

- WBC Design and Construction SPD (2010)
- Planning Obligations SPD (2017)
- Town Centre SPD (2021)

### **Council Wide Strategies**

- Active Warrington Strategy (2017 – 2020)
- The Corporate Strategy (2020-2024)
- Warrington Health and Wellbeing Strategy (2019 – 2023)
- Warrington Playing Pitch Strategy Update (and Action Plan) (2019)

### **Delivery Partners**

- Livewire
- Public sector
- Private Sector

## 8.6 Warrington's Quality of Place

8.6.1 High Quality design is fundamental to making places more attractive, sustainable, safe and accessible. High quality design is not just about how a development is visually perceived but also whether it is successful in its context, functions well and contributes towards broader sustainability objectives.

8.6.2 The way buildings and spaces are designed has a direct impact on both the built and natural environment, and in turn users of that environment. Good design can help reduce and mitigate the impacts of climate change, promote healthier lifestyles, create safer places and make high quality and attractive places that create pride amongst residents and encourage further investment.

### Policy DC6 - Quality of Place

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

#### 1. Design and Layout

- a. Respect, sustain and make a positive contribution to local character and distinctiveness within the surrounding area, and where appropriate the landscape setting, having regard to density, street layouts, scale, height and massing;
- b. Contribute positively to the public realm and avoid unnecessary street clutter;
- c. Provide for new open space and landscaping, including the provision of street trees, which enhances and/or provides mitigation against loss of biodiversity and assists with the physical and visual integration of new development in accordance with Policies DC3 to DC5;
- d. Maximise the benefits of any waterfront locations, optimising views and natural surveillance of the waterfront and opportunities for public access to it (subject to complying with Policy ENV2 Flood Risk and Water Management);
- e. Encourage innovative design solutions that are appropriate to the local context;
- f. Ensure there is no unacceptable adverse impact on the amenity of neighbouring occupants or adjacent land users, including by reason of overlooking;
- g. Not result in unacceptable conditions for future users and occupiers of the development in accordance with Policy ENV8;
- h. Provide adequate and carefully designed secure storage for bins and recycling containers.
- i. Encourage the principles of crime prevention through environmental design;
- j. Make provision for the efficient delivery of goods and access for service and emergency vehicles; and
- k. Maximise the use of permeable surfaces and encourage water efficiency measures including water saving and recycling measures to minimise water usage.

#### 2. Materials

- a. Use a palette of high quality materials which are appropriate to the local context in all respects including: type, colour, texture, element size and laying pattern and avoid unnecessary and excessive patterning;

- b. Where contemporary materials are appropriate, use these in manner which respects the established character of the locality; and
- c. Wherever practical, use low embodied energy materials, including materials that are sourced locally or involve the appropriate reuse of existing resources through the conversion of existing buildings or reuse of demolished structures.

### 3. Movement and Accessibility

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

### 4. Energy Efficiency

- a. Encourage the introduction of environmental design principles and climate change adaptation features in the orientation of buildings and spaces and other detailed design;
- b. Reduce energy and water use through appropriate design; and
- c. Include the provision of renewable/low carbon technology in accordance with Policy ENV7.

### 5. Security

- a. Minimise the incidence and fear of crime through the design of site layouts and buildings, the promotion of well-defined routes, overlooked streets and communal spaces, high levels of activity, well-designed security features, hard and soft landscaping design, boundary treatments and appropriate use of materials;
- b. Ensure that new open space is accessible, safe, benefits from natural surveillance and is strategically located within the site;
- c. Incorporate Secured by Design principles through the careful consideration of, access and movement, safe routes, structure, lighting, private space, surveillance, ownership, physical protection, activity and management and maintenance, whilst ensuring that these are adequately balanced against other design principles and do not undermine the quality of development; and
- d. Promote civil resilience and mitigate the risk of potential terrorist attacks through recognised urban and landscape design solutions.

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

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

8. The Council has adopted special design and planning guidance for the Town Centre which is contained in the Warrington Town Centre Supplementary Planning Document. This sets out the expectations of the Council for development proposals coming forward in this area and all planning proposals in the Town Centre should adhere to this guidance.

### **Why we have taken this approach**

- 8.6.3 The National Planning Policy Framework (2021) emphasises the importance of good design in all development. Within the three overarching objectives of the planning system, paragraph 8(b) identifies a ‘well-designed, beautiful and safe places, with accessible services and open spaces’ as a key part of the delivery of sustainable development.
- 8.6.4 Chapter 12 of the NPPF, ‘Achieving well-designed places’ provides more detailed guidance on design. Paragraph 127 states that plans should set out a clear design vision and expectations so that applicants have as much certainty as possible about what is likely to be acceptable. The use of design guides and design codes is also referred to in order to provide maximum clarity.
- 8.6.5 Warrington has a distinctive character and sense of place and it is important that new development responds positively to it. High quality design should be the focal point of all those involved in the development process and should, therefore, consider the wider character in addition to that of the site and its immediate context, to ensure that it reinforces the area in which it is located. Where there is opportunity to improve the area, the design should secure a positive new character, enhancing both its appearance and the way it functions.
- 8.6.6 Development should have due regard to the site and wider setting in respect to layout, movement and connections, scale and height, landscape character, townscape character and in their appearance both in terms of architectural quality and materials. Development should also ensure high levels of passive surveillance of streets, spaces and parking through the arrangement and design of buildings, streets and spaces and the activity within them. Boundary treatments and hard surfaces are equally important to successful design.
- 8.6.7 In rural areas, particular attention should be paid to landscape character, these will vary considerably within Warrington and new development should be designed with a distinctive sense of place in mind.
- 8.6.8 The choice of materials is important to any new development, including extensions and alterations to existing buildings. The choice of materials, their colour, texture and pattern of use has a major impact on the way a development looks and can



help articulate and communicate a sense of quality and belonging. A limited and carefully selected palette of materials appropriate to the locality is most effective and the use of high quality durable materials will lead to the most sustainable and successful developments.

- 8.6.9 The Council will encourage and expect developers to proactively use 'Places Matter' design review when designing schemes for significant and sensitive development within the Borough. This will be particularly important for the Town Centre and Waterfront development areas.
- 8.6.10 Ease of access, movement and layout are fundamental parts of the design process and the achievement of sustainable development. In particular the promotion and priority of spaces and places that maximise sustainable methods of transport such as cycling and walking are key in supporting healthier lives and lifestyles. In line with the NPPF design guidance the Council wishes to see design which promotes health and well-being with a high standard of amenity.
- 8.6.11 Designing out crime and designing in community safety should be central to the planning and delivery of new development, as emphasised in paragraph 130(f) of the NPPF. Section 17 of the Crime and Disorder Act 1998 requires all local authorities to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder.
- 8.6.12 One tool in helping to achieve this is 'Secured by Design' (SBD). SBD is an initiative managed by the Mayor's Office for Policing and Crime (MOPAC) on behalf of the UK police services which awards this accreditation to schemes which are designed and laid out to address a range of crime prevention initiatives.
- 8.6.13 Paragraph 128 of the NPPF indicates that to provide maximum clarity about design expectations at an early stage, local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Paragraph 129 advises that Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents.
- 8.6.14 The Equality Act 2010 requires service providers to make reasonable adjustment where disabled customers or potential customers would otherwise be at a substantial disadvantage compared with non-disabled people. This can include making changes to the structure of a building to improve access and to provide auxiliary aids and services and making use of optional Building Regulations Requirement M4(2) and M4(3), Building for Life 12, or any updated standard in this regard.
- 8.6.15 The Local Plan envisages that substantial brownfield re-development will take place in the Town Centre with new residential property increasing the Town Centre's

population. It is important to ensure that attractive liveable environments are created for new and existing residents in what will be higher density developments and that residents, business and visitors can co-exist happily together. To properly meet the Council's ambitions for the Town Centre's regeneration a Warrington Town Centre Supplementary Planning Document (SPD) has been produced. Developers and those bringing forward planning application for sites and property in the Town Centre will be expected to meet the guidance as set out in the SPD.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- National Design Guide (Oct 2019)
- National Model Design Code (Jun 2021)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Other Planning Documents**

- Design and Construction SPD (2010)
- Warrington Town Centre SPD (2021)

### **Council Wide Strategies**

- Conservation Area Management Plans
- Public Art Strategy
- Local Transport Plan 4 (LTP4) (2019)
- First and Last Mile Transport Masterplan (FLMTM) (2020)

### **Delivery Partners**

- Cheshire Constabulary
- Private Sector Stakeholders
- Public Sector Stakeholders

## 9 Policies Relating to Objective W6

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

### 9.1 Waste Management in Warrington

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

## **Policy ENV1 - Waste Management**

### General Principles

1. The Council will promote sustainable waste management in accordance with the Waste Hierarchy. In working towards the prevention of waste, Warrington will seek to achieve a reduction in the amount of waste produced in the Borough and treat waste at as high a level of the waste hierarchy as practicable by; requiring waste reduction in all aspects of planning/development, including the construction, design (using recycled materials) and operation stages; and providing appropriate and sustainable sites and/or areas for the management of waste.

### Proposals for Waste Management Development

2. Dependant on the type of waste, proposals for waste facilities should be located:

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

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

### Built Facilities

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

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

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

#### Open Facilities

4. Proposals for new open waste facilities will be required to meet the following criteria:
- a. Demonstrate the need for the facility, if there is clear conflict with other policies of the Local Plan;
  - b. proposals must accord with all other policies of the Local Plan in relation to the protection of the environment, public amenity and sustainable transport.

#### Cumulative Impacts

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

#### Restoration and Aftercare

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

#### Safeguarding Waste Uses

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

### **Why we have taken this approach**

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

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

9.1.7 Paragraph 3 requires Waste planning authorities, when preparing Local Plans, to identify sufficient opportunities to meet the identified needs of their area for the

management of waste streams. Whilst, paragraph 4, indicates that Waste planning authorities should identify, in their Local Plans, sites and/or areas for new or enhanced waste management facilities in appropriate locations.

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

considered to be significant and the Council has liaised with other authorities under the DtC and all the authorities who receive elements of these waste streams have confirmed that they do not consider the quantities to amount to a strategic issue that requires on-going discussions; or, that if they are considered to amount to movements of a strategic scale that they can be easily catered for within the consented capacity of the recipient facilities.

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

#### Assessment Criteria – Built facilities/Open facilities

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

#### Cumulative Impacts

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

#### Restoration and aftercare

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

#### Safeguarding Waste Uses

- 9.1.20 The NPPW requires waste planning authorities to ensure that the impact of proposed, non-waste related development on existing waste management facilities,

and on sites and areas allocated for waste management, is acceptable and does not prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities. The encroachment of non-compatible development near waste management facilities has the potential to result in future difficulties regarding the operating of a waste site. Policy INF3 addresses this issue.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- National Planning Policy for Waste (Oct 2014)
- Waste Management Plan for England (Jan 2021)
- Waste Arisings and Capacity Requirements Report (2017)
- Waste Study and Policy Review (2017)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Delivery Partners**

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



## 9.2 Flood Risk and Water Management in Warrington

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

### **Policy ENV2 - Flood Risk and Water Management**

#### General Principles

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

#### Development proposals

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

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

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

8. The Council will require development proposals to:

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Why we have taken this approach**

9.2.5 The NPPF (2021) and the accompanying NPPG 'Planning Guidance on Flood Risk and Coastal Change' indicate that development should be directed to areas at the lowest risk of flooding. This sequential approach to the location of development aims to avoid, where possible, flood risk to people and property and to manage any residual risk, taking account of the impacts of climate change. To inform this approach, the Council has prepared a Strategic Flood Risk Assessment (SFRA) to support its Local Plan, drawing on information on all potential sources of flooding from the Environment Agency, the Lead Local Flood Authority for Warrington (WBC) and United Utilities.

9.2.6 Warrington is at risk from many different sources of flooding including, main rivers, ordinary watercourses, surface water runoff, sewer flooding and the residual risks associated with artificial water bodies such as the Bridgewater Canal, the Manchester Ship Canal and reservoirs. The canal effectively provides a floodwater bypass channel for Warrington.

9.2.7 The majority of Warrington is built on the floodplain of the River Mersey, with about three quarters of the urban area lying between 5 and 12 metres above sea level (AOD). The main source of flooding is the River Mersey and its five key tributaries, which flow through the centre of the Borough. The Manchester Ship Canal plays a vital role in managing fluvial flood risk along the Mersey. Although principally a navigation canal, the canal provides a floodwater bypass channel for Warrington, which significantly reduces the incidence of flooding from fluvial flows.

9.2.8 Surface water flooding is also a key flood risk consideration in Warrington. Surface water flooding includes surface water runoff (pluvial flooding), sewer flooding and flooding from groundwater. Whilst pluvial flooding from heavy rain fall can occur anywhere in the Borough, there are certain locations in Warrington where the probability and consequences of these mechanisms are more prominent.

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

#### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- WBC SFRA Level 1 & 2 (2018) & Addendum (2021)
- WBC Sustainable Drainage Systems (SuDS) Design and Technical Guidance (2017)
- WBC Preliminary Flood Risk Assessment (2017)
- Sankey Catchment Action Plan (2018)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

#### **Council Wide Strategies**

- Warrington Means Business (2020)

#### **Delivery Partners**

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

### 9.3 Planning for Warrington's Mineral Resources

9.3.1 The mineral resources of Warrington have been broadly grouped into the following categories in accordance with British Geological Survey (BGS) Report CR/05/090N:

- Superficial Deposits including glaciofluvial sand and gravel, river terrace sand and gravel, and sub-alluvial sand and gravel;
- Peat;
- Salt; and
- Coal

9.3.2 In addition to these broad categories of mineral resource identified by the BGS, there are also known to be some clay and sandstone reserves. However, these only occur in isolated pockets; are of variable quality and thickness and hence are not mapped as a resource.

9.3.3 Sand and gravel deposits within Warrington tend to be confined to superficial drift deposits of glacial origin in the Devensian period. Whilst, the deposits are fairly extensive, particularly in the east of the Borough and sand and gravel have been extracted in the past in this part of the Borough there are no working quarries at present.

9.3.4 In Warrington, planning permission was granted in 1995 for an extension to a permission to extract peat from waste deposited during the construction of the M62 at Frank's Farm, Culcheth. However, there have been no recent planning permissions for primary peat extraction.

9.3.5 Salt resources are found in the east of Warrington and occur within the Triassic Mercia Mudstone Group (Northwich Halite Formation). Although salt is extracted from this formation in nearby Cheshire, it is not currently exploited in Warrington.

9.3.6 The South Lancashire Coalfield lies concealed under much of Warrington. Coal seams are associated with Westphalian (Pennine Coal Measures) deposits but resources are generally buried beneath deposits of sandstones, up to 50m in depth in the north of the Borough and up to 1200m in depth in the south. Coal was previously extracted from beneath Warrington in workings that extended outwards from colliery complexes whose pitheads and surface development were located in the adjoining Borough of St Helens. There are no active collieries any more but there is an active coalbed methane site within Warrington associated with coal deposits.

9.3.7 Historically Warrington has played only a minor role in mineral production in the North West region and current minerals activity is fairly limited. The only quarry producing aggregate is a sandstone quarry at Southworth (Croft), which produces crushed rock aggregate. There is also some clay extraction in the Rixton area in the east of the Borough. There is an operational coalbed methane site where gas extraction is taking place at Doe Green in the west of the borough. In addition, Peel

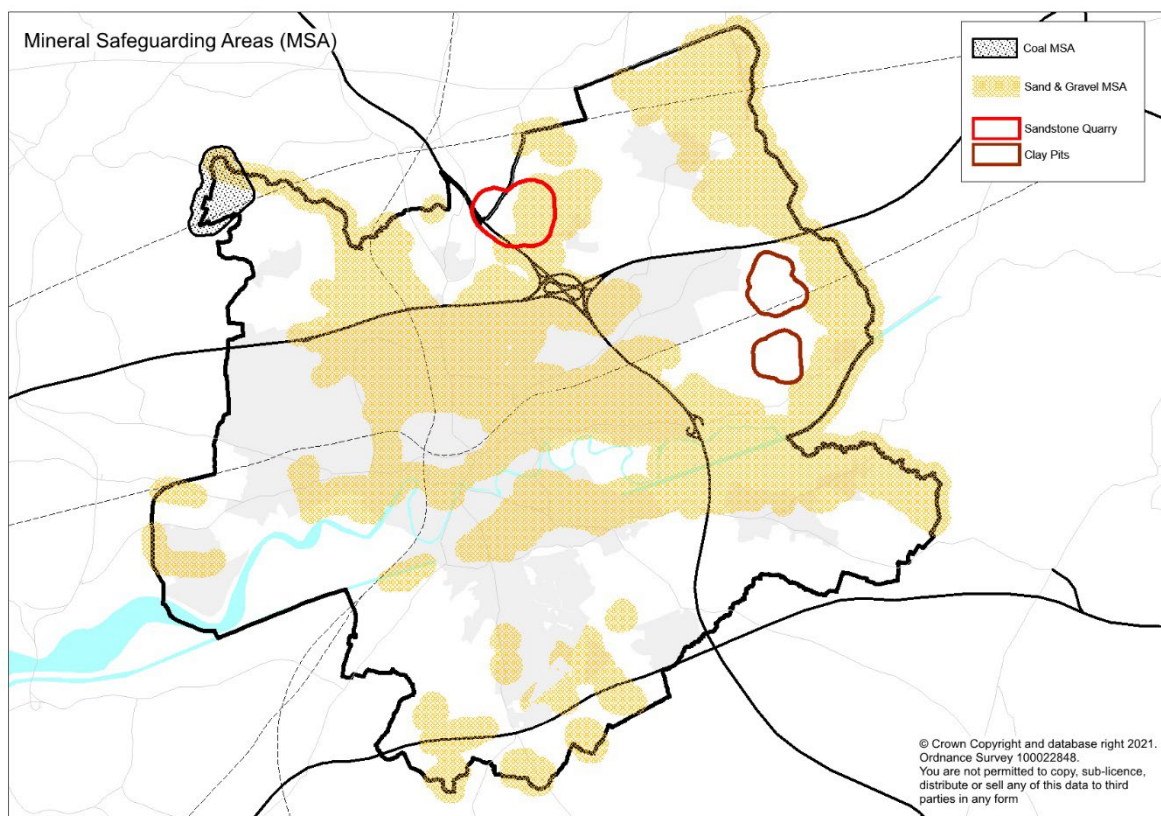
Holdings have permitted development rights for sand dredging on the Manchester Ship Canal.

- 9.3.8 Warrington is covered by a total of five Petroleum Exploration and Development Licences (PEDL). These licences (Numbers: 145, 193, 253, 273 and 276) cover the majority of the Borough.

### Mineral Safeguarding

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

**Figure 15 – Mineral Safeguarding Areas**

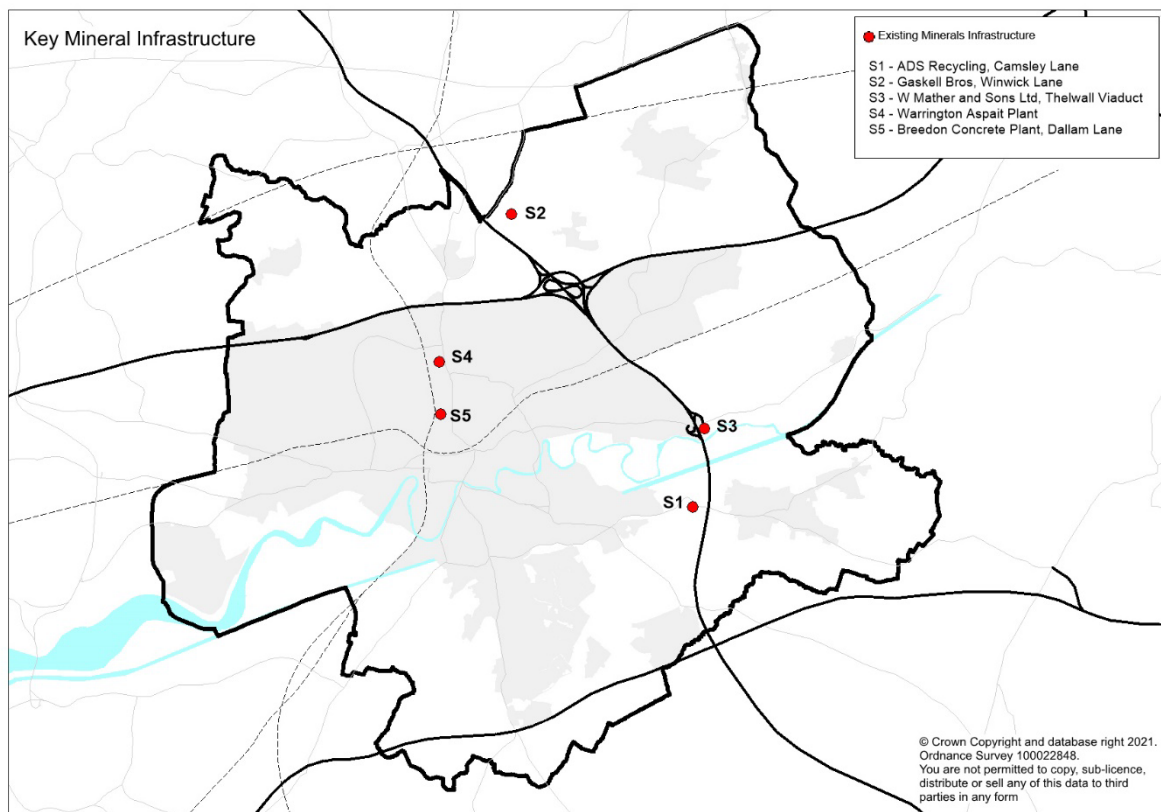


- 9.3.10 In determining whether prior extraction is feasible an assessment of the mineral resource including detailed site investigations should be undertaken to identify the quality, quantity and extent of the resource, the economic viability of prior extraction and the proportion of the mineral to be used on-site and saleable aggregate. The assessment should also take account of the size, nature and need

for the (non-minerals) development as well as the proposed phasing of operations and construction of the non-mineral development.

9.3.11 Important mineral related infrastructure will also be safeguarded. Existing key mineral infrastructure sites are shown on the Minerals Key Infrastructure Diagram (Figure 16). These include storage, handling and processing facilities (including facilities processing waste into aggregates). Applications for a non-mineral related use will be expected to demonstrate that the site has no realistic potential for the development of mineral related infrastructure or no longer meets the needs of the minerals industry. Identification of these areas does not imply that any application for the working of minerals within them will be granted planning permission. Non-minerals development within the specified distance of an existing site or minerals related infrastructure should be required to demonstrate that it would not adversely affect the future use of the mineral or site/infrastructure.

**Figure 16 - Key Minerals Infrastructure**



9.3.12 Not all forms of development will result in the sterilisation of minerals, and the sterilisation effect of some development is considered minor. For example, urban areas have not been excluded from the MSA as larger redevelopments, areas of new development and urban extensions may present opportunities for mineral extraction; whereas an extension to an existing dwelling house would not.



9.3.13 Non-mineral development, which is exempt from the requirements of safeguarding in Policy ENV3 are listed in Table 7.

**Table 7 - Non-mineral development exempt from the requirements of safeguarding**

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

### **Policy ENV3 - Safeguarding of Minerals Resources**

#### Safeguarding Mineral Resources

1. Mineral Safeguarding areas (MSAs) are defined on the Policies Map.
2. Sand, gravel and shallow coal resources and sandstone and brickclay workings within the Minerals Safeguarding Areas will be protected from permanent sterilisation by other development.
3. Planning permission will be granted for non-mineral development within a Mineral Safeguarding Area, as defined on the Policies Map, where it is demonstrated that:
  - a. the mineral is not of economic value or potential value, or does not exist; or
  - b. that extraction of the mineral would not be physically viable or practicable; or
  - c. the mineral can be extracted satisfactorily prior to the non-minerals development taking place without adversely affecting the viability or deliverability of the non-minerals development; or

- d. the development is of a temporary nature that can be completed and the site returned to a condition that would not prevent future mineral extraction; or
- e. material considerations indicate that the need for the development overrides the presumption for mineral safeguarding such that sterilisation of the mineral can be permitted following the exploration of opportunities for prior extraction; or
- f. it constitutes development that is exempt from mineral safeguarding policy (See the list of exempt criteria in Table 7).

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

#### Safeguarding Minerals Infrastructure

5 Existing minerals infrastructure is identified on the Policies Map (and in Figure 16). Planning permission will only be granted for development that is incompatible with safeguarded minerals transportation, handling or processing facilities, both existing and new (including above ground infrastructure associated with energy mineral exploration and production), where it is demonstrated that either:

- a. it constitutes exempt development as set out in Table 7; or
- b. it has been demonstrated that the capacity of the facility to be lost is not required; or
- c. replacement capacity, of the similar type, is available at a suitable alternative site, which is at least equivalent or better than that offered by the facility that it is replacing; or
- d. the development proposed would not prevent or unduly restrict the continued operation of the protected infrastructure; or
- e. material considerations indicate that the need for development overrides the presumption for safeguarding.

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

### **Why we have taken this approach**

9.3.14 Paragraph 210(c) of the National Planning Policy Framework (NPPF) requires that MPAs should identify Mineral Safeguarding Areas (MSAs) and Mineral Consultation Areas (MCAs)<sup>5</sup> and adopt appropriate policies in their Plans so that known locations of specific mineral resources of local and national importance are not sterilised by non-mineral development wherever possible. In addition to safeguarding mineral

<sup>5</sup> Only a requirement in two tier areas of local government.

resources which may become of economic importance, paragraph 210(e) of the NPPF requires the council to safeguard existing, planned and potential minerals infrastructure such as; rail heads and wharfs; sites for the manufacturing of concrete and concrete products; and permanent facilities for the processing and distribution of substitute, recycled and secondary aggregate material. Furthermore, paragraph 215(a) of the NPPF requires Mineral Planning Authorities to plan positively for the three phases of oil and gas development. Therefore, it is considered appropriate to also protect above ground infrastructure associated with the exploration and production of energy minerals.

- 9.3.15 The planning policy guidance explains that safeguarding mineral resources should be defined in designated areas and urban areas where necessary to do so. For example, safeguarding of minerals beneath large regeneration projects in brownfield land areas can enable suitable use of the mineral and stabilisation of any unstable land before non-minerals development takes place. Applying the MSA based on the geological occurrence of minerals only would cover a significant portion of the main urban area of Warrington north of the Manchester Ship Canal. Whilst, a significant amount of development is proposed within the existing urban area of Warrington, including a few large sites, analysis of the resources reveals that much of it has already been built on and sterilised by urban development in the areas where deposits occur.
- 9.3.16 Also, identifying the full extent of resources available and requiring prior extraction may place onerous requirements on developers and the Council to provide/assess data on mineral resources when applications for non-mineral development are made in the urban area when the housing and employment development is one of Warrington's priorities.
- 9.3.17 Therefore, in order to remove this burden, the policy only requires those proposed developments on sites of greater than 5ha within the urban area to undertake a mineral resource assessment. Other, smaller, developments within the urban area will not be required to consider prior extraction, although this does not preclude prior extraction should a developer consider this appropriate.
- 9.3.18 Non-minerals development near a resource can result in sterilisation of that resource even where the development does not overlie the mineral. Therefore, in order to ensure that all identified mineral resources are safeguarded from proximal development, a buffer has been applied around the MSAs to ensure that proposals for non-minerals development within a specified distance of a mineral resource must consider the potential for the sterilisation of the mineral occurring and the associated impacts. The following buffer zones have been included in the MSA boundaries identified in the Council's Mineral Resource Study (2017) and shown on the Policies Map:

**Table 8 – Mineral Resource Buffer Zones**

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

- 9.3.19 In addition, paragraph 187 of the NPPF requires that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed. Therefore, a buffer has also been applied around existing mineral extraction infrastructure and transportation, handling and processing facilities to ensure that proposals for new non-mineral related development within a specified distance must consider the potential for it to have significant adverse impacts requiring unreasonable restrictions to be placed on the existing operations. Where specific criteria are not met or it cannot be demonstrated that the proposed development would not unreasonably restrict the operations of the protected infrastructure then planning permission will be refused.
- 9.3.20 Clay is currently extracted at a site ‘West of Moat Lane’ and planning permission exists for the future working of a site at Omrod Farm, both in the Rixton area, although clay is not identified as a mineral resource by the BGS due to the fact that the outcrops are of variable quality and thickness. Therefore, the Plan does not seek to safeguard clay as a general resource, but does safeguard the existing clay workings near Rixton.

## 9.4 Meeting Future Aggregate Requirements and Provision of Non-Aggregates

- 9.4.1 The MPAs of Greater Manchester, Merseyside, Halton and Warrington have co-operated as a single sub-region for the purpose of aggregates supply, reflecting their status as a single aggregate apportionment sub-region under MASS. The latest LAA published in January 2019 (using data for the period 1<sup>st</sup> Jan 2018 to 31<sup>st</sup> Dec 2018) indicates that the total reserves of crushed rock were 17.50 million tonnes at the end of 2018. This would provide for a total of 29.16 years of sales based on the average sales over the most recent 10-year period. However, the land bank for sand and gravel is estimated to have fallen below 7 years for the third year in succession, with a total reserves of 1.2 million tonnes, representing 4.4 years of sales based on the average sales over the most recent 10 year period.
- 9.4.2 Whilst, no new specific sites which are suitable for mineral extraction have been identified (albeit that one site was promoted but when assessed found not to be suitable), BGS mineral resource information identifies fairly significant deposits of sand and gravel in the Borough.
- 9.4.3 Industrial minerals extraction, in the form of clay, takes place in the east of the Borough. Permission exists at three sites in this area 'West of Moat Lane', 'Omrod Farm' and 'Moss Hall Farm', all operated by Collier Industrial Waste Ltd (See Figure 16). Clay extracted from these sites is restricted to use as feedstock to the Cheshire Brickmakers factory. Significant reserves remain at 'West of Moat Lane' and 'Omrod Farm', however, the permitted reserves at 'Moss Hall Farm' have been worked out. Clay is currently extracted at the 'West of Moat Lane' site only. Adjacent to these workings is Chapel Lane Quarry, which is permitted to extract clay under an Interim Development Order (IDO) although it is not currently being worked.

### **Policy ENV4 – Primary Extraction of Minerals**

#### Aggregate Extraction within Mineral Safeguarding Areas

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

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

#### Aggregate Extraction outside Mineral Safeguarding Areas

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

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

#### Non-Aggregates

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

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

#### Windfall Sites

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

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

### **Why we have taken this approach**

#### Meeting future requirements

- 9.4.4 Paragraph 213 of the NPPF states that MPAs should plan for a steady and adequate supply of minerals and use the length of the landbank in its area as an indicator of when new permissions for aggregates extraction are likely to be needed. The minimum landbank for sand and gravel is 7 years and for crushed rock is 10 years. A landbank below these levels suggests that additional resources will need to be permitted, if acceptable applications are submitted.
- 9.4.5 The NPPF introduced a requirement for MPAs to prepare an annual Local Aggregates Assessment (LAA) based on a rolling average of 10 years sales data and other relevant local information and an assessment of all supply options. National Planning Practice Guidance explains that mineral planning authorities should also look at average sales over the last 3 years in particular to identify the general trend of demand as part of the consideration of whether it might be appropriate to increase supply.
- 9.4.6 In addition, paragraph 214 requires MPAs to plan for a steady and adequate supply of industrial minerals by ensuring that stocks of permitted reserves are provided to support investment in new and existing plant that utilise industrial minerals.

National policy requires that a stock of permitted reserves of 25 years be provided for each works using brick clay. Significant reserves remain at 'West of Moat Lane'; 'Omrod Farm' and Chapel Lane Quarry to provide feedstock to the Cheshire Brickmakers factory. Therefore, the Local Plan does not include allocations for additional reserves.

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

Assessment Criteria – All Mineral Development

- 9.4.8 Most minerals developments are temporary but may be there for many years. Whilst these developments are essential for the community as whole, local communities close to them, or to their lorry routes, need to be protected from unacceptable impacts. This is also the case for environmental and heritage assets. Paragraph 210(f) of the NPPF states that MPAs should set out environmental criteria, in line with policies of the NPPF, against which planning applications will be assessed so as, to ensure that permitted operations do not have unacceptable adverse impacts on the natural and historic environment or human health.
- 9.4.9 With regard to shale gas operations, a large amount of waste water requiring treatment is often generated from these type of sites because of the limited drainage systems in the areas where they are located. This can result in a large number of vehicle movements transporting waste water. Any assessment of traffic generation and access arrangements should take account of these movements.
- 9.4.10 The location of mineral extraction areas is determined by the existence of the resource and is thereby restricted in achieving more sustainable transport options. In addition, minerals are a high bulk, low value commodity which generally restricts their use to locally based markets accessed by road based transport and the transportation of minerals by rail and water is generally only economic over longer distances and is dependent on network capacity and adequate loading and reception facilities.
- 9.4.11 Warrington is well served by the national rail network and the Manchester Ship Canal runs through the middle of the Borough. Much of the mineral resource is located in close proximity to these sustainable modes of transport. Therefore, in order to minimise the impact of large volumes of HGV movements, mineral related development should look to exploit opportunities for the use of these sustainable modes of transport.
- 9.4.12 Policy ENV4 addresses this requirement by requiring mineral related development both within and outside of MSAs to comply with all other policies of the Local Plan relating to the protection of the environment, public amenity and sustainable transport.

## 9.5 Energy Minerals

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

9.5.2 A small area of shallow coal resource is identified in the north west of the Borough (See Figure 15). Coal is a nationally important resource and it is therefore, proposed to safeguard the shallow coal resource.

### Policy ENV5 – Energy Minerals

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

#### Exploration and appraisal of hydrocarbons

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

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

#### Commercial exploitation of hydrocarbons

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

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

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



### Coal

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

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

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

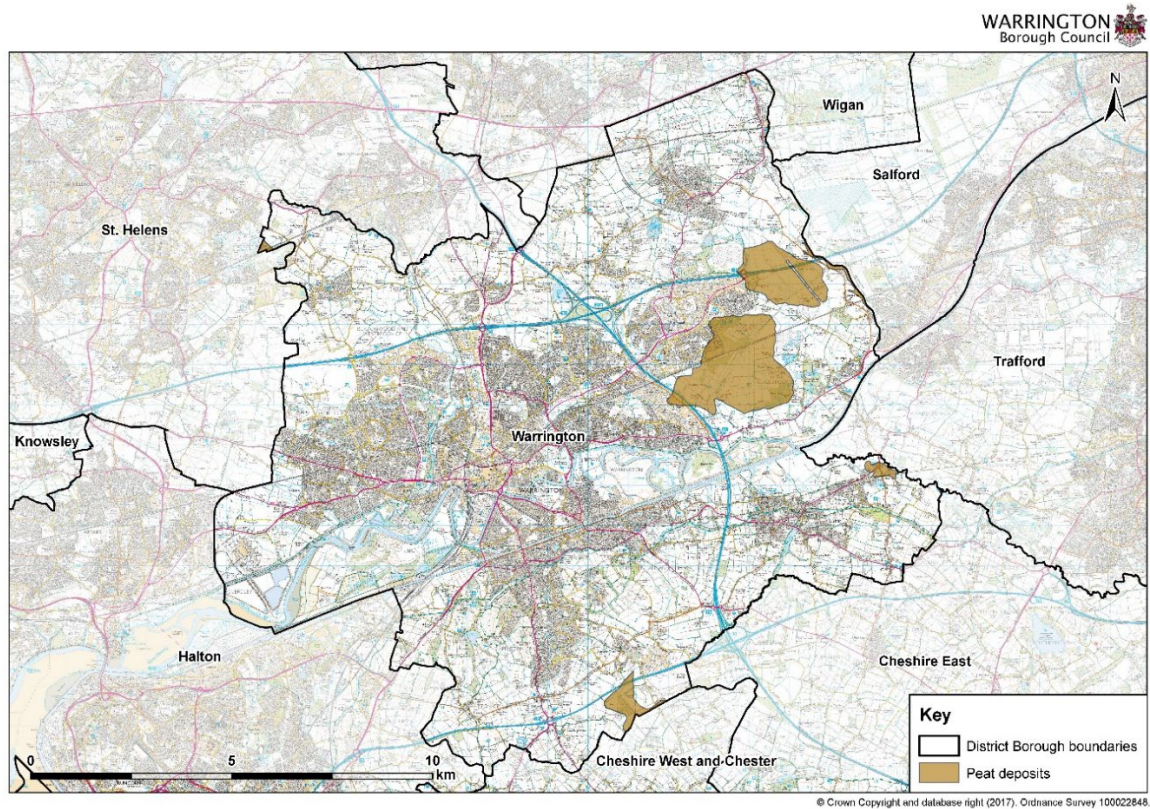
### Peat

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

### **Why we have taken this approach**

- 9.5.3 Paragraph 215(a) of the NPPF requires that Local Plan policy clearly distinguishes between and plans positively for the three different phases of oil and gas development. Thus Policy ENV5 provides separate criteria for the exploration and appraisal phases, compared to the exploitation phase.
- 9.5.4 Paragraph 215(c) requires that Local Plan policy indicate any areas where coal extraction and the disposal of colliery spoil may be acceptable. Whilst, paragraph 215(d), encourages the capture and use of methane from coal mines in active and abandoned coalfield areas.
- 9.5.5 In addition, paragraph 211(d) of the NPPF states that planning permission for peat extraction should not be granted.

**Figure 17 – Peat Resources**



### Key Evidence

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Minerals Resource Study and Policy Review (2017)
- Joint Local Aggregate Assessment (Greater Manchester, Merseyside, Halton and Warrington) (2019)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### Delivery Partners

- Neighbouring Authorities
- Private Sector Stakeholders
- Public Sector Stakeholders

## 9.6 Restoration and Aftercare of Mineral and Waste Sites

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

### **Policy ENV6 – Restoration and Aftercare of Mineral and Waste Sites**

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

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

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

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

### **Why we have taken this approach**

9.6.2 Paragraph 210(h) of the NPPF requires that planning policies ensure that land is reclaimed at the earliest opportunity, taking account of aviation safety and that high quality restoration and aftercare of mineral sites takes place. Therefore, in respect of proposals for mineral extraction the MPA will request details of the restoration and aftercare of the site.

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

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

- 9.6.4 To facilitate the earliest possible restoration and limit operational impacts, mineral workings should be subject to progressive extraction and restoration, wherever possible. The phased sequence of extraction and/or restoration should be provided at the application stage. The aim should be to achieve phased restoration to minimise the area of land disturbed and the total period of mineral working and/or landfill operations.
- 9.6.5 Following the final restoration of any land it should be placed in aftercare. The statutory minimum time for an aftercare period is 5 years but the MPA will seek to negotiate longer periods where this is necessary. Aftercare measures are required to ensure that the restoration is sustained and the site is returned to a beneficial use. These measures involve improving the structure, stability and nutrient value of soils, ensuring adequate drainage is available, maintenance of public rights of way, and securing the establishment and management of newly seeded and planted areas together with such other maintenance as may be necessary to bring the land back to its approved after-use.
- 9.6.6 The restoration of mineral workings provides an opportunity to return land either to its original use, or an alternative use of benefit to the local or wider community. A wide range of possible options exist for suitable after-uses following the completion of mineral working activities. These include:
- creation or enhancement of biodiversity and geodiversity;
  - improvements to the landscape;
  - provision of recreational facilities and public open space;
  - creation of new woodland, including community woodlands;
  - creation of new water environments;
  - improved public access, including new public footpaths and bridleways; and
  - agriculture and food production.
- 9.6.7 Paragraph 174 of the NPPF requires planning policies to contribute to and enhance the natural and local environment, in particular by minimising the impacts on and providing net biodiversity gains. The restoration of mineral extraction sites offers significant opportunities to secure a net-gain in biodiversity and address past losses.
- 9.6.8 Paragraph 146 of the NPPF encourages LPAs to take opportunities to upgrade the landscape and provide for recreation and wildlife around towns and cities through the National Forest Strategy and Community Forests. In Warrington, the local Community Forest is The Mersey Forest. Woodlands have a wide range of benefits recognised in the Government's 25 Year Plan to Improve the Environment, which supports the creation of a new Community Forest crossing the country, using the M62 corridor as its spine. Restoration proposals have the opportunity to support the existing partnership of Community Forests and the Woodland Trust to accelerate and further develop the Mersey Forest.

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

#### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- National Planning Policy for Waste (Oct 2014)
- Minerals Resource Study and Policy Review (2017)
- Waste Study and Policy Review (2017)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

#### **Delivery Partners**

- Private Sector Stakeholders
- Public Sector Stakeholders
- Environment Agency

## 9.7 Renewable and Low Carbon Energy Development in Warrington

- 9.7.1 The Government has taken a number of steps to limit the UK's emissions of greenhouse gases through legally binding targets, both now and in the future. As part of an international effort the UK has been signed up to the Kyoto Protocol since 1995 and in 2016 ratified the Paris Agreement. The 2008 Climate Change Act commits the Government to reducing targeted UK greenhouse gas emissions by at least 80% in 2050 from 1990 levels. In April 2021 the Government announced its sixth Carbon Budget and its plan to cut emissions by 78% by 2035 (and to net-zero by 2050).
- 9.7.2 The Council declared a Climate Emergency in 2019. The Council's Climate Emergency declaration pledges to make Warrington a net zero carbon area. This will involve both an inward looking focus and an outward looking focus. The latter involves working with partners across the town and region to deliver this goal.
- 9.7.3 The Council's Green Energy Strategy outlines our intentions for our own estate, the emissions of our Borough and how we will look to adapt to climate change. To try to reduce the potential effects of climate change we need to focus on ensuring we reduce our carbon emissions and protect our natural environment. One way of helping to achieving this goal is to ensure that new development is as energy efficient as possible and to support the provision of renewable and low carbon energy infrastructure.
- 9.7.4 Policy ENV7 sets out a clear approach and gives guidance on how development should respond to energy issues across the Borough.

### **Policy ENV7 - Renewable and Low Carbon Energy Development**

#### Renewable/Low Carbon Energy Infrastructure

1. Proposals for development that would produce, store and/or distribute low carbon or renewable energy, including the retrofitting of infrastructure to existing development/buildings, will be permitted provided that they satisfy the requirements of other relevant Plan policies and would not result in unacceptable harm to the local environment. The Council will have regard to any environmental, social and/or economic benefits that the proposals would provide, and their number, scale, siting, design and any cumulative impact in conjunction with other proposals.

2. In assessing low carbon and renewable energy proposals, the Council will give positive weight to initiatives which are community-led or where there are direct benefits to the local community through their involvement.

#### Renewable/Low Carbon Energy in New Development

3. Proposals for new development for housing, employment or other uses will be required to minimise carbon emissions.

4. Major 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).

5. In the strategic housing and employment allocations as defined in Policies MD1 to MD4 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 connectivity in terms of site layout, heating design and site-wide infrastructure design; and

b. ensure that at least 10% of their energy needs can be met from renewable and/or other low carbon energy source(s).

6. Large scale schemes that would generate a significant source or demand for heat should be supported by evidence considering the feasibility of serving the development by means of a district heating system.

## **Why we have taken this approach**

### Renewable/Low Carbon Energy Infrastructure

9.7.5 One of the core principles of the National Planning Policy Framework is to support the transition to a low carbon future in a changing climate and encourage the use of renewable and low carbon energy resources (Paragraph 152). It indicates that planning has a key role to play in the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable.

9.7.6 Paragraph 155 of the NPPF states that to help increase the use and supply of renewable and low carbon energy and heat, plans should:

- have a positive strategy to promote energy from renewable and low carbon sources that maximises the potential for suitable development, whilst ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts;
- consider identifying suitable areas for renewable and low carbon energy sources and supporting infrastructure, where this would help secure the development of such sources;
- identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

9.7.7 Whilst, paragraph 156 indicates that local planning authorities should support community-led initiatives for renewable and low carbon energy, including

developments outside such areas being taken forward through local plans or other strategic policies that are being taken forward through neighbourhood planning.

- 9.7.8 Increasing the amount of energy from renewable and low carbon technologies will also help to make sure the UK has a secure energy supply, reduce greenhouse gas emissions to slow down climate change and stimulate investment in new jobs and businesses.
- 9.7.9 Proposals for renewable energy related development can in some instances have a significant effect on the local area. For example, large scale renewable energy developments are likely to be prominent in the landscape. In such cases the Council will carefully weigh up the environmental, social and economic benefits of the proposals against any effects on the local area, such as impacts on landscape character; heritage assets or the Green Belt, contained in other policies in the Plan. The NPPF recognises that many forms of renewable and low carbon energy related developments will constitute inappropriate development in the Green Belt, requiring the developer to demonstrate that very special circumstances exist in order for projects to be allowed. The wider environment benefits associated with increased production of energy from renewable sources may constitute one such benefit to the environment (Paragraph 151).
- 9.7.10 Planning permissions for renewable energy schemes will, in most cases, be conditioned to require the removal of infrastructure and reinstatement of the development site should the development cease to be operational and where it is not feasible for the infrastructure to be re-used thereafter.

#### Wind Energy

- 9.7.11 National planning guidance indicates that proposals involving one or more wind turbines should not be considered acceptable unless they are in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan and (following consultation) it can be demonstrated that the planning impacts identified by the affected local community have been fully addressed and the proposal has their backing.
- 9.7.12 Policy ENV7 has been informed by an evidence based study prepared for the Liverpool City Region, which assessed the potential for various forms of renewable energy across the sub-region and investigated the spatial opportunities and constraints in the individual local authority areas. Although it identified some areas of search for large scale wind energy development, none of these were in Warrington Borough. Therefore, no areas for wind energy development have been designated in this Plan. The Council acknowledges, however, that some forms of wind energy development may be acceptable within the Borough. In such cases, the applicant would need to demonstrate that their development is technically feasible and acceptable taking into account factors such as wind speed, environmental and landscape designations and proximity to sensitive receptors such as residential properties and heritage assets. All proposals will be expected to comply with all relevant criteria set out in other policies of this Plan and national



policy. In particular there will be a need to demonstrate that any wind turbine development would not adversely affect the operational integrity or safety of Manchester Airport or Manchester Radar in accordance with Policy INF6.

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

- 9.7.13 To support the transition to a low carbon economy it is necessary to encourage the greater use of renewable and low carbon energy in new development.
- 9.7.14 For this reason Policy ENV7 encourages use of renewable and low carbon energy as appropriate in all new major development proposals. It requires that at least 10% of energy needs in major schemes in all locations should be met from renewable and/or other low carbon energy source(s).
- 9.7.15 In respect of Warrington the Renewable Energy Study identified combined heat and power and district heating networks as the most suitable and viable solutions for achieving significant reductions in CO<sup>2</sup> emissions as there are relatively small but identifiable heat loads with potential for others to come forward in the future during the Plan period. In addition the study identified that, as the Building Regulations are progressively tightened, developers will be dependent upon having access to decentralised energy networks in order to achieve the low carbon targets. These are generally more viable and feasible in larger developments.
- 9.7.16 The long-term ambition is to deliver a strategic district heating network across the Borough. The Council recognises that the opportunities for installing such a network across existing communities, is for the most part, beyond the scope of planning. Therefore, Policy ENV7 requires the strategic allocations to install their own network, which can later be connected up to a larger network, where it can be demonstrated that this is the most feasible and viable renewable or low carbon energy option. Alternatively, development can be designed to be able to connect to a scheme once such a network is in place and to be designed to be compatible with future networks, in terms of site layout, heating and site-wide infrastructure design and to provide at least 10% of a schemes energy demands from renewable and/or other low carbon energy source(s).
- 9.7.17 Developers will be required to undertake detailed work to assess the feasibility of opportunities for decentralised energy networks in the strategic locations identified in the strategic policies and on the key diagram. Some types of development such as some manufacturing operations can generate a significant amount of heat as a by-product or have a need for a significant amount of heat. Schemes that would generate a significant source or demand for heat should be supported by evidence considering the feasibility of serving the development by means of a district heating system.

**Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)

- Liverpool City Region - Renewable Energy Capacity Study Stage 1 (2009)
- Liverpool City Region - Renewable Energy Capacity Study Stage 2 (2010)
- Landscape Character Assessment (2007)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Council Wide Strategies**

- WBC Green Energy Strategy (2019)
- Declaration of Climate Emergency (2019)

### **Delivery Partners**

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

## 9.8 Environmental and Amenity Protection in Warrington

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

### **Policy ENV8 - Environmental and Amenity Protection**

#### General Principles

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

#### Air Quality

3. The Council will seek to ensure that proposals for new development will not have an unacceptable negative impact on air quality and will not further exacerbate air quality in the Council's designated Air Quality Management Areas (AQMAs); or will contribute to air pollution in areas which may result in further areas being designated.
4. The main allocations (Policies MD1 to MD4) and the smaller settlement allocations, which line the M62 corridor (Policies OS1, OS2 and OS6) 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, 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 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.
5. Development proposals for sensitive end uses (including but not limited to residential, schools, nurseries, hospitals) are not desirable where they are located in areas of poor air

quality including AQMAs, unless a suitable assessment, review and identification of mitigation to lessen the effects on future site users is provided. An air quality assessment will be required where a development may place new sensitive receptors in areas of poor air quality; and/or that may lead to a deterioration in local air quality resulting in unacceptable effects on human health and/or the environment.

#### Land Quality

6. The Council will ensure that any development proposals on or adjacent to potentially contaminated land; unstable ground or that have a sensitive end use, are suitable for their intended use. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.

7. Development proposals on land that is (or suspected to be) affected by contamination; unstable ground or has a sensitive end use must include an assessment of the extent of the issues and any possible risks. Development will only be permitted where the land is, or can be made suitable for the proposed use.

8. Development proposals will need to demonstrate that any loss of the Borough's best and most versatile agricultural land will be minimised.

#### Water Quality

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

10. Any proposals for new development within Groundwater Source Protection Zones must accord with central government guidance set out in its Groundwater Protection guides, or any subsequent iteration of the guidance. New development within Groundwater Source Protection Zones will be required to:

- a. be planned so as to mitigate the risk of pollution to the public water supply and the water environment;
- b. undertake a risk assessment and mitigation strategy with respect to groundwater protection to manage the risk of pollution to public water supply and the water environment; and
- c. produce a Construction Management Plan to identify the potential impacts from all construction activities on both groundwater, public water supply and surface water and identify appropriate mitigation measures necessary to protect and prevent pollution of these waters.

#### Noise Pollution

11. The Council encourages consideration for noise and acoustic mitigation during early stages of design, having regard for layout, siting and internal features.

12. Developments which are noise sensitive end uses near to busy roads or noisy existing businesses will need to demonstrate with any application that appropriate mitigation can be employed and implemented to prevent adverse impacts on health and quality of life for

future site users. Such developments need to consider and implement the 'agent of change' principle in accordance within the NPPF.

13. New developments should not place unreasonable restrictions on existing businesses or business activities through the restriction of activities, prohibition of works or otherwise.

14. Development proposals generating noise which is likely to create significantly adverse impacts on health and quality of life and which cannot be mitigated and/or controlled through the use of conditions or through pre-existing effective legislative regimes, will not be permitted.

#### General Amenity Protection

15. Where development is considered to be appropriate but may still have impacts on the following environmental considerations, in addition to those detailed above, the Council will consider the use of conditions or planning obligations to ensure any appropriate mitigation or compensatory measures are secured:

- a. Levels of odours, fumes, dust, smoke, insects, litter accumulation, and refuse collection/storage;
- b. Levels of light pollution and impacts on the night sky;
- c. The need to respect living conditions of existing neighbouring residential occupiers and future occupiers of new housing schemes in relation to overlooking/loss of privacy, outlook, sunlight, daylight, overshadowing, noise, vibration and disturbance;
- d. The need to protect existing occupiers and operators in the surrounding area from new development and its potential impacts;
- e. The effect and timing of traffic movement to, from and within the site and car parking including impacts on highway safety;
- f. The ability and the effect of using permitted development rights to change use within the same Use Class (as set out in the Town and Country Planning (General Permitted Development Order) without the need to obtain planning consent.

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

### **Why we have taken this approach**

9.8.3 The National Planning Policy Framework (NPPF) emphasises the importance of protecting the environment and human health through the planning system and by minimising pollution and other adverse effects on the local and natural environment.

9.8.4 The NPPF (2021) states that in preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural

environment. Paragraph 174 states that planning policies should seek to enhance the natural and local environment by:

- Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability; and
- Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

9.8.5 The Council is committed to reducing the exposure of people in Warrington to poor air quality in order to improve the health and wellbeing of all residents. Whilst the majority of Warrington has good air quality, there are areas close to the major roads and the Town Centre that have raised pollution levels and are of concern. We continue to review pollution levels and will designate AQMAs where there is a risk that national limits may be exceeded. The latest air quality data and the information on AQMAs are contained within the Council's Annual Status Reports (ASRs). Development should consider and support, the measures and objectives set out in the Council's Air Quality Action Plan (AQAP). Details of Warrington's AQMAs, ASRs and AQAP can be found on the Council's website [www.warrington.gov.uk/airquality](http://www.warrington.gov.uk/airquality). The Council's approach and advice for developers in dealing with air quality requirements is set out within the Council's Environmental Protection SPD.

9.8.6 The Manchester Mosses Special Area of Conservation (SAC) has been identified as being at risk of harm from increased air pollution caused by traffic. 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. For this reason, 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, all proposals for development that would cause an increase in traffic levels that would exceed one or both of the thresholds in Part 4 of Policy ENV8 must also provide the same level of mitigation. 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.

9.8.7 Warrington has a rich industrial heritage, which has provided the foundations for its economic development. The legacy of past manufacturing, engineering and industrial processes has resulted in the potential for residual contamination of sites across the Borough. Certain types of contamination are known to be hazardous to

human health, property and the wider environment. Typical causes of land contamination include previous industrial or commercial usage, mining, and the landfilling of wastes. Land may also become contaminated due to its close proximity to contaminated areas. Contaminating substances include metals, organic substances, ground gases and high/low pH. The Council's approach and advice for developers in dealing with contaminated land and remedial requirements are set out within the Council's Environmental Protection SPD.

- 9.8.8 Improvements in water quality and control of water pollution are the responsibility of the Environment Agency (EA) and United Utilities (UU). The Council is responsible for managing development likely to have a detrimental effect on the Borough's watercourses and other water features, and it can support measures to raise water quality standards. The Council will work closely with the EA and UU where necessary to ensure the protection of these water resources.
- 9.8.9 Groundwater is a vital resource, supplying around one third of mains drinking water in England. A large part of the Borough lies within Groundwater Source Protection Zones. Therefore, it is important that an appropriate risk assessment and mitigation strategy in respect of groundwater protection is undertaken, along with careful site master planning and the management of construction activities.
- 9.8.10 The risk assessment should be based on the source-pathway-receptor methodology and should identify all possible contaminant sources and pathways for the life of the development and provide details of measures required to mitigate any risks to groundwater and public water supply during all phases of the development. Within Groundwater Source Protection Zone 1 the mitigation measures should include the highest specification design for the new foul and surface water sewerage systems (pipework, trenches, manholes, pumping stations and attenuation features) to ensure that leakage from sewerage systems is avoided. Any development should be carefully planned in terms of site design and layout to mitigate the risk of pollution to public water supply and the water environment. For example, open space should be designed so it is closest to any boreholes so as to minimise the potential impact on groundwater. In addition, an appropriate management regime will be required for open space features in the groundwater protection zone. Construction Management Plans will be required to identify the potential impacts from all construction activities on both groundwater, public water supply and surface water and identify appropriate mitigation measures necessary to protect and prevent pollution of these waters.
- 9.8.11 National guidance sets out what levels of noise are considered acceptable within the Noise Policy Statement for England (NPSE). Further information, including reference to relevant British Standards, can be found in the Council's Environmental Protection SPD. Noise and acoustic mitigation should always be designed into developments from the outset considering layout, siting and internal design. Sensitive development near to significant noise sources or in noise mapped areas or important areas (noise) will often require acoustic mitigation to be implemented

fully prior to use, where this is acknowledged from the outset of the design stage the implementation is often easier and less costly.

- 9.8.12 Additional guidance to support the implementation of this policy is provided in the Design and Construction SPD. Specific guidance on noise, air, odour and general amenity and how these matters should be considered in the design of new properties and conversions of existing property in the Town Centre is set out in the Warrington Town Centre SPD as the needs of new residents and businesses will need to be assessed alongside those of existing users and activities.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Policy Guidance (PPG)
- Noise Policy Statement for England (NPSE)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Other Planning Documents**

- WBC Design and Construction SPD (2010)
- Warrington Town Centre SPD (2021)
- Environmental Protection SPD (2013)

### **Council Wide Strategies**

- Air Quality Annual Status Report
- Air Quality Action Plan
- Local Transport Plan (LTP4) (2019)
- Contaminated Land Inspection Strategy

### **Delivery Partners**

- Private Sector Developers
- United Utilities
- Environment Agency
- HSE



# **SITE** **ALLOCATIONS**

## 10 Main Development Areas and Site Allocations

### 10.1 Warrington Waterfront

- 10.1.1 Warrington Waterfront, extending from the south west of the Town Centre to the Manchester Ship Canal, will be developed as a new urban quarter of Warrington, taking advantage of its waterside setting. Development cannot come forward until the funding and the programme for the delivery of the Western Link have been confirmed. 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.
- 10.1.2 The Waterfront has the potential to provide around 1,335 homes. 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.
- 10.1.3 Homes in the Waterfront will be built at a relatively high density reflecting the proximity of the Town Centre and easy access to public transport services and Warrington's wider Green Infrastructure Network. This will make the area attractive to young people and young families who are looking for their first home. The provision of local services and the new local centre will also make it suitable for supported housing for older people.
- 10.1.4 The Waterfront will be designed to support walking and cycling for local trips. It will benefit from the new Western Link for access by road. Improved walking and cycling links to the Town Centre will give access to public transport at Bank Quay Railway station.
- 10.1.5 Development will preserve and enhance the setting of nearby heritage assets, in particular it will contribute to the enhancement of the Bank Quay Transporter Bridge.
- 10.1.6 The development concept diagram provides a definitive boundary of the site allocation and illustrates some of the key development principles set out in the allocation Policy.
- 10.1.7 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. Community infrastructure will be required early on to ensure new residents have access to essential local services.

## **Policy MD1 - Warrington Waterfront**

### **MD1.1 Key Land Use and Infrastructure Requirements**

1. Warrington Waterfront will be allocated as a new urban quarter to deliver around 1,335 new homes.
2. In order to facilitate development, a small portion of the southern section of the site, adjacent to the proposed Western Link, will be removed from the Green Belt.
3. The new residential development will be supported by the following range of infrastructure:
  - a. A range of housing tenures, types and sizes, including affordable homes and a residential care home (Use Class C2) providing a minimum of 80 bedrooms.
  - b. A two form entry primary school
  - c. A mixed use local centre providing
    - i. health facility and
    - ii. local shops and community facilities of an appropriate scale.
  - d. Provision of public open space, including a range of smaller areas of open space within the residential development to serve the new community in accordance with the Council's open space standards.
  - e. Provision of playing pitches (either on-site or a contribution towards off-site provision).
  - f. A comprehensive package of transport improvements including supported bus services.
  - g. A contribution towards additional secondary school places
  - h. A contribution towards built leisure facilities
  - i. A contribution towards strategic transport infrastructure (The Western Link)
  - j. Landscape buffers and ecological mitigation and enhancement
  - k. Flood mitigation and drainage including exemplary multi-functional sustainable drainage systems (SuDS) with only foul flows connecting to the existing public sewer.

### **MD1.2 Delivery and Phasing**

4. The Council will require the preparation of a Development Framework for the entire site including a delivery strategy and phasing plan in order to ensure comprehensive and coordinated development.
5. 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.
6. The Development Framework will provide the basis for subsequent planning applications for individual phases of development.
7. No development will be permitted until funding has been secured and a programme of delivery has been confirmed for the Western Link.

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

### **MD1.3 Detailed Site-specific Requirements**

#### New Homes

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

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

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

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

13. In accordance with Policy DEV1 to reflect the site's urban location and proximity to the Town Centre, the residential development should be constructed to an average minimum density of 50dph, with opportunities for higher densities throughout the site.

#### Community Facilities

14. The residential development will be required to deliver a new two form entry primary school to meet the need for school places that will be generated from the development.

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

16. A new local centre will provide a focal point for the new community and should be located in an accessible position within the site.

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

18. Other small scale local shops up to 500 sq.m in total and other local community facilities will be supported in the Local Centre in order to provide for day to day needs. Any proposal for additional retail floorspace will require a retail needs assessment and be subject to the sequential assessment set out in Policy DEV5.

#### Open Space and Recreation

19. A green infrastructure strategy will be required as part of the Development Framework in order to ensure the provision of an accessible, comprehensive and high quality network

of multi-functional green spaces. Green Infrastructure within the Waterfront should connect into the wider Green Infrastructure network in south Warrington, including the new Arpley Meadows Country Park and the Trans-Pennine Trail, in order to enhance the ecological, visual and recreational value of the network as a whole and to improve access to and throughout the wider network.

20. The development will be required to provide a minimum level of open space in line with the Council's open space standards in accordance with Policy DC5.

21. The development should ensure the long term management arrangements for the green space network within the Waterfront.

22. The development will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision (either on-site or a contribution towards off-site provision) that will serve residents of the urban extension.

#### Green Belt

23. The Western Link will define the southwestern boundary of the site with the Green Belt.

#### Natural Environment

24. The Green Infrastructure Strategy will need to demonstrate how development within the urban quarter will protect and enhance existing wildlife corridors and provide new corridors to link the site into Warrington's wider ecological network. It will need to ensure that the layout takes account of existing landscape features, including watercourses, woodlands and significant hedgerows; ensure the site contributes to the wider objectives of the Mersey Forest; and have regard to sites identified in policy DC4 (Ecological Network) which should be protected in line with policy DC4 and national guidelines.

25. In accordance with Policy DC4 development within the allocation site will be required to evidence that it will not have any adverse impacts on the integrity of the Mersey Estuary Special Protection Area. If habitats within the allocation site or on adjacent land are suitable to support significant populations of qualifying species of wintering birds, avoidance measures and mitigation will be required and any planning application may need to be assessed through project specific Habitats Regulations Assessment.

26. A scheme for measurable biodiversity net gain should be demonstrated through the use of a metric supported by Natural England and provided for all development parcels that come forward for planning approval. Mitigation measures for loss of habitat will only be allowed if shown to be necessary by application of the mitigation hierarchy.

#### Transport and accessibility

27. A comprehensive package of transport improvements will be required to support the Waterfront allocation.

28. Required improvements to support the new residential development will include:

- a. Ensuring appropriate access arrangements for the site as a whole and for individual phases of development.
- b. Improved cycling and walking routes well related to the green infrastructure and waterside network; Arpley Meadows Country Park, Bank Quay Station and Warrington Town Centre.
- c. Provision of waterside walkways and cycleways.
- d. Providing public transport improvements and services to connect the new community with Warrington Town Centre; and other major employment areas in Warrington and Daresbury.
- e. Other necessary network improvements or measures as identified by an appropriate Transport Assessment.

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

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

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

32. The development should be supported by an area-wide travel plan, encompassing the needs of all site users. This area-wide travel plan should replace the need for a series of individual travel plans.

#### Utilities and Environmental Protection

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

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

35. These strategies must demonstrate co-ordination between any phases of development, ensure unfettered rights between various parcels and outline a timeline for the delivery of on-site infrastructure. Submitted drainage strategies should ensure a proliferation of pumping stations are avoided.

36. Development within the Waterfront must not inhibit the operation of the existing gas pipeline, power line, water and wastewater infrastructure, including a high pressurised sludge main and sewage works, which are on or adjacent to the site. Development layouts will be expected to be designed to take these into account. Access to this infrastructure should be maintained within the proposed development layouts. The Development Framework must take full account of the proximity to the sewage works, be informed by appropriate impact assessments (odour and noise) and include mitigation measures if identified as necessary. Applicants may be required to submit a management plan and details of any protection provisions to ensure the integrity of the utility assets are maintained both during and after construction.

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

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

39. Development proposals may be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures in accordance with Policy ENV8.

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

41. The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4) including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.

#### Historic Environment

42. Development will be required to preserve or enhance the historic environment, heritage assets and their setting.

43. Development proposals will be required to be in accordance with the Waterfront Heritage Impact Assessment including the proposed mitigation and enhancement measures.

44. Development proposals will need to demonstrate how they will safeguard and sustain the future of the Bank Quay Transporter Bridge (Grade II\*) which is currently on the Heritage at Risk Register.

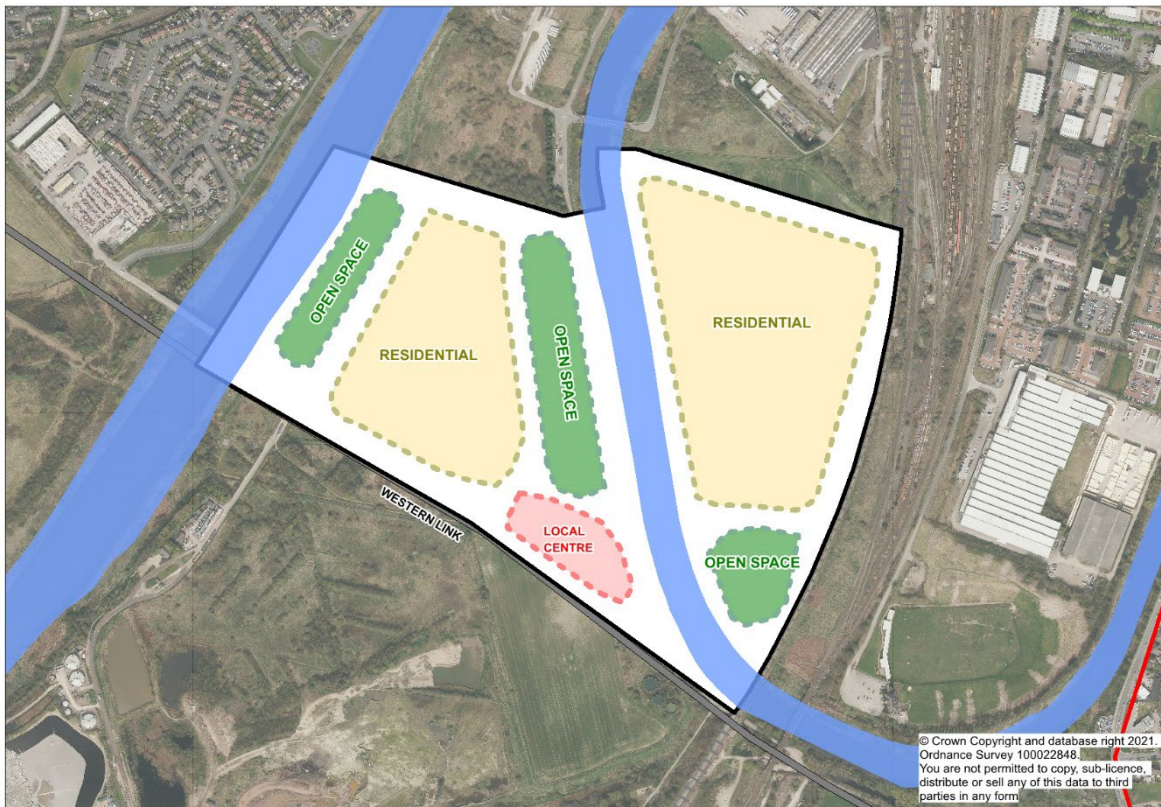
### **Why we have taken this approach**

10.1.8 The Waterfront is a key regeneration priority for the Council, the principle of which has been established in previous Local Plans. The Council's Town Centre masterplan envisages the Waterfront as an extension to Warrington Town Centre, providing a

high quality riverside environment and taking advantage of the proximity of Bank Quay station.

10.1.9 The Western Link provides the opportunity to open up the Waterfront area that is otherwise not accessible. It will enable higher density residential development within the existing urban area, thereby reducing the level of Green Belt land required to meeting Warrington’s housing need.

**Figure 18 – Illustrative Development Concept for Warrington Waterfront**



10.1.10 The Waterfront is of a sufficient scale to provide a range of services to support a new residential community in this part of Warrington, including a local centre, primary school, health facility and a network of open spaces. Its location will also ensure residents will have good access to Warrington Town Centre and major existing and proposed employment areas in the wider Warrington area.

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

10.1.12 To meet the requirements of Policy MD1 regarding protection of the ecology on the site, the applicant will be required to provide evidence that the development will not result in an adverse effects both alone and in combination with other plans and projects on the integrity of the Mersey Estuary SPA through loss of functionally



linked habitat and disturbance from both construction and operation of the development.

10.1.13 To demonstrate this, a survey will be required to determine habitats and current use of the site to support a significant population<sup>6</sup> 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.

10.1.14 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.

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. Given current uncertainties around the funding of the Western Link, the allocation cannot be relied upon to deliver homes within the Plan period.

10.1.16 The Council who are promoting the allocation are committed to ensuring a comprehensive form of development and are supportive of the preparation of a Development Framework for the Waterfront.

## Key Evidence

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- WBC Green Belt Assessment (2016)
- WBC Green Belt Site Selection-Implications of Green Belt Release (2021)
- Infrastructure Delivery Plan (2021)
- WBC Multimodal Transport Model (2021)
- Warrington Waterfront Heritage Impact Assessment (2021)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

<sup>6</sup> A significant population is classified as a site that is regularly used by 1% or more of the population of qualifying bird species.

### **Council Wide Strategies**

- Warrington Means Business (2020)
- WBC Local Transport Plan (LTP4) (2019)

### **Delivery Partners**

- Warrington & Co

## **10.2 South East Warrington Urban Extension**

- 10.2.1 The South East Warrington Urban Extension (SEWUE) will be developed as a sustainable urban extension to the south east of the main urban area of Warrington. It will create an attractive, well-designed and distinctive place set within a strong landscape framework of open spaces. The Urban Extension will be well served by new community infrastructure and a network of sustainable transport links maximising travel by walking, cycling and public transport.
- 10.2.2 The SEWUE will deliver around 4,200 homes of which around 2,400 will be delivered within the Plan period. It will enable development to be comprehensively planned with new homes phased in accordance with the delivery of wide ranging supporting infrastructure.
- 10.2.3 The SEWUE will mostly occupy land that was owned by the former New Town Commission, now owned by Homes England, and will effectively extend and grow the existing communities of Grappenhall Heys and Appleton Cross / Pewterspear. The allocation will also extend south towards the M56 to include land to the south and east of Stretton.
- 10.2.4 The new residential community will be supported by new social infrastructure including two new primary schools; a new secondary school; new leisure and health facilities; local shops and other local community facilities.
- 10.2.5 The Urban Extension will provide a range of housing types with a particular focus on family housing, homes for older people and the provision of affordable housing.
- 10.2.6 New development will be designed to support walking and cycling for local journeys within the Urban Extension itself and to other local destinations. Improved public transport services will provide access to the Town Centre and other employment locations in the wider Warrington area.
- 10.2.7 The development will be supported by a new strategic link connecting the allocation site with the A49 and easing congestion at the Cat & Lion junction. Additional connections will be made to the A49 at Lyons Lane and Longwood Road junctions as well as a link to the A50 to the east, via a new connection to Grappenhall Lane. The development will also contribute to wider transport mitigation measures to offset the impact on Junctions 10 of the M56 and Junction 20 of the M6, in agreement with Highways England.
- 10.2.8 The proposed allocation takes into account Warrington's wider vision for future transportation in the Borough as set out in LTP4, which seeks to deliver a future mass transit public transport scheme and a possible further crossing of the Ship Canal.

- 10.2.9 The development of the SEWUE will ensure the permanence of the revised Green Belt boundaries whilst preserving and enhancing important ecological and heritage assets within the site.
- 10.2.10 Key development requirements and principles, are set out in the allocation policy below.
- 10.2.11 The Illustrative Development Concept (Figure 19) has been informed by a masterplanning exercise, working with principal landowners and taking into account representations made to previous Local Plan consultations.
- 10.2.12 Prior to the submission of any planning applications for the development of the SEWUE, a Development Framework will be prepared and approved by the Council to guide development in accordance with the allocation policy.
- 10.2.13 The Development Framework will be prepared by the principal landowners, in consultation with the Council, key statutory consultees and the local community. To ensure a holistic approach to the delivery of the Urban Extension, the Development Framework will provide a comprehensive spatial masterplan that identifies primary development parcels and the location of key physical, social and environmental infrastructure, alongside a phasing strategy and trajectory, which identifies when key infrastructure is required, how it will be funded and the mechanism for delivery. This is important given the existing constraints on transport and community infrastructure in South Warrington.
- 10.2.14 The Development Framework will establish a range of parameters for the development of the Urban Extension, including, but not limited to: development areas (reflecting a mix of land uses including residential, retail and community i.e. schools), densities, strategic movement linkages, road network typologies and strategic blue and green infrastructure. It will be important for the Development Framework to be sufficiently flexible and kept under review throughout the delivery of the Urban Extension, to react to changing circumstances where necessary.
- 10.2.15 Taking into account the need to prepare the Development Framework and the initial required infrastructure improvements, the Council anticipates the first homes being completed in 2025/26. Of key importance prior to further residential development in this area is the delivery of a scheme to address existing congestion at the Cat & Lion junction.

## **Policy MD2 - South East Warrington Urban Extension**

### **MD2.1 Key Land Use and Infrastructure Requirements**

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 Policies Map, will be removed from the Green Belt and allocated as the South East Warrington Urban Extension.
2. The South East Warrington Urban Extension will deliver a minimum of 4,200 homes in total of which around 2,400 homes will be delivered within the Plan period.
3. The Urban Extension will be supported by a wide range of infrastructure as follows:
  - a. A range of housing tenures, types and sizes, including affordable homes, custom and self-build plots and supported and extra care housing.
  - b. Two 2 form entry primary schools, capable of expansion to 3 forms of entry.
  - c. A new secondary school to provide a minimum of 4 forms of entry.
  - d. A new leisure facility incorporating health provision.
  - e. Contribution to expansion of proposed Appleton Cross GP facility.
  - f. Local shops and other community facilities of an appropriate scale.
  - g. An extensive green infrastructure network.
  - h. Playing pitches.
  - i. A range of smaller areas of open space within the residential development to serve the new community.
  - j. A Community Recycling Centre.
  - k. A comprehensive package of transport improvements, for both on-site and off-site works.
  - l. Compensatory green belt improvements and ecological mitigation and enhancement.
  - m. Flood mitigation and drainage including exemplary sustainable drainage systems (SuDS).

### **MD 2.2 Delivery and Phasing**

4. The principal landowners and developers will be required to prepare a comprehensive Development Framework for the South East Warrington Urban Extension. 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 and the local community before being finalised.
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.
6. To ensure a coordinated approach to new development across the whole of the Urban Extension allocation, the Development Framework will provide:

- a. A comprehensive spatial masterplan for the entire Urban Extension, based on the principles and requirements set out in this policy and reflecting site opportunities and constraints;
- b. A comprehensive delivery strategy for the Urban Extension comprising:
  - i. a residential phasing plan and trajectory.
  - ii. an infrastructure delivery plan, with details on phasing, delivery triggers and delivery responsibilities.
- c. An allocation wide approach to infrastructure funding, including planning obligations.

7. No residential development will be permitted to commence until the funding and the programme for the delivery of a highway scheme to relieve the A49 London Road/B5356 Stretton Road junction has been confirmed and works have commenced on site. A limit of housing completions will be set until such a scheme is complete and operational.

8. Any development adjacent to the allocation boundary must not undermine the delivery of the South East Warrington Urban Extension.

### **MD2.3 Detailed Site-specific Requirements**

#### New Homes

9. The Urban Extension will provide residential development across a series of new neighbourhoods, each comprising an appropriate mix of housing in accordance with Policy DEV2, including a minimum of 30% provision of affordable housing.

10. Supported housing for older people will be required within the Urban Extension. The precise nature of this will need to be agreed with the Council based on need and the Council's broader strategy to encourage independent living.

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

12. To ensure the efficient use of land and to reflect the area's urban fringe location, residential development will be constructed to an average minimum net density of 35dph.

#### Community Facilities

13. The Urban Extension will be required to deliver two new 2 form entry primary schools, capable of expansion to 3 forms of entry and a new secondary school providing a minimum of 4 forms of entry.

14. The new secondary school should be located centrally within the overall allocation site, whilst the new primary schools should be located to ensure all homes are within easy walking distance of a primary school, taking into account the location of existing primary schools in the area.

15. The Urban Extension will be required to deliver a new leisure facility including flexible space for health care. The Council will support the co-location of this facility with the new secondary school.

16. The Urban Extension should also include local shops, a supermarket, and other appropriate local services and community facilities in accordance with Policy DEV5.

#### Green Infrastructure Network

17. The Development Framework will define a green infrastructure network to ensure the provision of an accessible, comprehensive and high quality network of multi-functional green spaces which connect the different parts of the Urban Extension and provide links into Warrington's wider green space network.

18. In accordance with Policy DC5 a range of types and sizes of open space will be required in line with the Council's open space standards. This should include provision of local parks and gardens; natural and semi-natural greenspace; equipped and informal play areas; sports pitches; and allotment plots.

19. The long term management and maintenance arrangements for the green infrastructure network within the Urban Extension must be secured.

#### Natural Environment

20. Development within the Urban Extension will be required to protect and enhance existing wildlife corridors and provide new corridors to link the site into Warrington's wider ecological network and the Great Manchester Wetlands Nature Improvement Area.

21. The layout of new development must take into account existing landscape features, including watercourses, woodlands, significant hedgerows and contribute to the wider objectives of the Mersey Forest and have regard to sites identified in Policy DC4 (Ecological Network) which should be protected in accordance with the requirements of Policy DC4 and national guidelines.

22. In accordance with Policy DC4 development within the allocation site will be required to evidence that it will not have any adverse impacts on the integrity of the Mersey Estuary Special Protection Area. If habitats within the allocation site or on adjacent land are suitable to support significant populations of qualifying species of wintering birds, avoidance measures and mitigation will be required and any planning application may need to be assessed through project specific Habitats Regulations Assessment.

23. A scheme for measurable biodiversity net gain should be demonstrated through the use of the Defra Metric and provided for all development parcels that come forward for planning approval. Mitigation measures for loss of habitat will only be allowed if shown to be necessary by application of the mitigation hierarchy in accordance with the requirements of Policy DC4.

#### Green Belt Boundary

24. The Green Belt boundary is defined by Stretton Road and the M56 to the south and Broad Lane, the southern edge of Grappenhall Heys and then broadly following Lumb Brook Road and Green Lane to the east. Where this boundary consists of field boundaries, these

will need to be strengthened to create a new recognisable and permanent Green Belt boundary.

25. Development at the south west edge of the allocation will be required to respect the Green Belt boundary and the character of the washed over Green Belt settlement of Stretton to the west of the A49.

26. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required. 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. Financial contributions will only be considered where this would help ensure that the benefits of compensatory improvements can be maximised by providing them in a more appropriate location.

#### Transport and Accessibility

27. A comprehensive package of transport improvements will be required to support the Urban Extension. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site as a whole and for individual development parcels.
- b. Improved cycling and walking routes well related to the green infrastructure network; connecting the new and existing residential areas.
- c. Providing public transport enhancements to connect the new community with Stockton Heath; Warrington Town Centre and employment opportunities within the wider Warrington area.
- d. providing additional connections to the A49 to alleviate the A49 London Road/B5356 Stretton Road junction as well as improved junctions on the A49 at Lyons Lane and Longwood Road.
- e. providing an improved connection from the allocation site to the A50.
- f. a proportionate contribution to improvements to increase capacity at Junctions 10 of the M56 and Junction 20 of the M6.
- g. On site safeguarding of potential mass transit routes.
- h. A contribution towards the delivery of a connection across the Bridgewater Canal and/or Ship Canal.
- i. Other network improvements as identified by an appropriate Transport Assessment.

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

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



30. The Urban Extension should be supported by an area-wide travel plan, encompassing the needs of all site users. This area-wide travel plan should replace the need for a series of individual travel plans.

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

#### Utilities and Environmental Protection

32. A site-wide foul and surface water strategy will be required across the Urban Extension as a whole, incorporating appropriate Sustainable Drainage Systems (SUDS) and flood alleviation measures. The surface water strategy will be required to improve on greenfield run-off rates. Development proposals will be expected to incorporate infiltration SuDS and SuDS with multi-functional benefits in preference to traditional underground storage systems.

33. The surface water strategy should be integrated with the site's green infrastructure network in order to maximise ecological and potentially recreational benefits.

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

35. Development within the Urban Extension must not impact on the operation of the existing gas pipeline which crosses the site.

36. A Community Recycling Centre to serve the Urban Extension and the wider south Warrington area should be provided within the allocation boundary.

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

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

39. The design and layout of the Urban Extension must incorporate appropriate measures to mitigate any noise and air quality impacts from the M56 and A49.

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) including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.

#### Historic Environment

41. Development within the Urban Extension will be required to be designed in order to ensure that heritage assets and their settings are conserved and, where appropriate, enhanced within the context of the overall development, through appropriate mitigation

measures, having regard to the South East Warrington Urban Extension Heritage Impact Assessment.

### Why we have taken this approach

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

**Figure 19 – Illustrative Development Concept for South East Warrington Urban Extension**



10.2.17 Figure 19 details the amended Green Belt boundary and shows how the Urban Extension could be implemented. It is for illustrative purposes only. The definitive boundary of the allocation is shown on the Policies Map.

10.2.18 The SEWUE is of a sufficient scale to provide a wide range of services to support a new residential community in this part of Warrington, including a secondary school, new primary school provision, health and leisure facilities and a network of open

spaces. Its location will also ensure good access to the surrounding urban area including Grappenhall, Stockton Heath District Centre and Warrington Town Centre.

- 10.2.19 The ability to make such a significant and sustainable contribution towards meeting Warrington's long term development needs provides the exceptional circumstances required to justify the removal of the SEWUE from the Green Belt.
- 10.2.20 Policy MD2 will ensure that development comes forward in a comprehensive manner with phasing of development linked to the provision of infrastructure.
- 10.2.21 It will also provide a strong Green Belt boundary in this part of Warrington and will ensure that development preserves and enhances the built and natural environment.
- 10.2.22 Given the scale of development within the SEWUE, development will continue beyond the Plan period. This will ensure that land is available for Warrington's future development needs and maintains the long term permanence of the Green Belt.
- 10.2.23 The Council, working with the principal landowners, will be taking a leading role in coordinating the delivery of the SEWUE.
- 10.2.24 The principal landowners have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory. They are supportive of the preparation of the Development Framework for the SEWUE and the delivery of the wide range of infrastructure that is required to support its delivery. The cost of the required infrastructure will be shared on a proportionate basis between developers.
- 10.2.25 The allocation Policy, together with the Council's Infrastructure Delivery Plan (IDP), set out the key infrastructure requirements to support the SEWUE. The IDP will be kept under review and any changes to the policy requirements will be confirmed through future reviews of the Plan.
- 10.2.26 To meet the requirements of Policy MD2 regarding protection of the ecology on the site, the applicant will be required to provide evidence that the development will not result in an adverse effects both alone and in combination with other plans and projects on the integrity of the Mersey Estuary SPA through loss of functionally linked habitat and disturbance from both construction and operation of the development.
- 10.2.27 To demonstrate this, a survey will be required to determine habitats and current use of the site to support a significant population<sup>6</sup> 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

<sup>6</sup> A significant population is classified as a site that is regularly used by 1% or more of the population of qualifying bird species.

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.

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.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Local Housing Needs Assessment (2021)
- WBC Green Belt Assessment (2016)
- WBC Green Belt Site Selection-Implications of Green Belt release (2021)
- Green Belt Site Assessment - Garden Suburb Options (2021)
- Infrastructure Delivery Plan (2021)
- Retail Study Update (2021)
- WBC Transport Model (2021)
- South East Warrington Urban Extension: A Deliverable Proposition (2021)
- South East Warrington Urban Extension Heritage Impact Assessment (2021)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Council Wide Strategies**

- Warrington Means Business (2020)
- WBC Local Transport Plan (LTP4) (2019)
- WBC Housing Strategy (2018)

### **Delivery Partners**

- Landowners and Developers promoting land within the Urban Extension
- United Utilities
- Natural England
- Local Nature Partnership

### **10.3 Fiddlers Ferry**

- 10.3.1 Land at the former Fiddlers Ferry Power Station is a mixed-use opportunity site that will be developed to create a sustainable, well-designed and distinctive place. It will offer an attractive location for new businesses as well as supporting a new residential community. It will be served by new community infrastructure and will maximise travel by walking, cycling and public transport. Over half of the allocation site will be devoted to parkland and recreational space.
- 10.3.2 The former power station site is located to the south of A562 Widnes Road. Together with associated land, the site comprises a total of 324ha, extending south beyond the St Helens Canal and the Widnes to Warrington Railway Line to the River Mersey.
- 10.3.3 Land at Fiddlers Ferry will deliver a minimum of 860 homes and approximately 101 ha of employment land in the Plan period.
- 10.3.4 The part of the site which housed the former power station provides a major brownfield opportunity for new employment uses and will make a significant contribution to meeting Warrington's future employment land needs. It will have the potential to comprise distribution, logistics, industrial uses and low carbon energy projects, benefiting from its accessibility to the regional road network and its established grid infrastructure.
- 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 a new residential community and is also important in enabling the remediation of the former power station site itself.
- 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 and extraction of fly ash deposits. 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. 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 facilitate the enhancement of the lagoons and their setting to provide an ecological and recreational resource.
- 10.3.7 The new mixed-use community will be supported by new social infrastructure including a new primary school; a health facility, open space and recreational facilities and local shops.
- 10.3.8 The development will provide enhanced pedestrian and cycle facilities along the A562 to connect to existing communities and the wider active travel routes in Penketh and to the west in Widnes, within the Borough of Halton. The development will further benefit from improved public transport services and will contribute to a

number of other wider transport and highway improvements in Warrington and Halton.

10.3.9 Key development requirements and principles are set out in the allocation policy below.

10.3.10 The Illustrative Development Concept (Figure 20) diagram has been informed by a masterplanning exercise, working with the landowner. It provides:

- a definitive boundary of the Fiddlers Ferry development site
- a definitive new Green Belt boundary
- the boundary of the employment allocation
- the location of the new residential neighbourhood
- illustrative leisure and green infrastructure network including parklands and green links

10.3.11 The final form of development will be determined through the preparation of a comprehensive Development Framework, to be approved by the Council prior to the determination of the application for the first part of the employment site and before any further planning applications are submitted. The Development Framework will be prepared by the landowners, in consultation with the Council, Halton Council, key statutory consultees and the local community.

10.3.12 The Development Framework will include a more detailed masterplan for the area and a strategy to ensure the timely delivery of supporting infrastructure. This is important given the existing constraints on transport and community infrastructure in the surrounding area, both in Warrington and Halton.

10.3.13 Taking into account the need to prepare the Development Framework, the demolition of the power station and initial required infrastructure improvements, the Council anticipates development will commence in 2025/26.

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.

## **Policy MD3 – Fiddlers Ferry**

### **MD3.1 Key Land Use and Infrastructure Requirements**

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 860 new homes in the Plan period.

2. The allocation will include the removal of 29 ha of land from the Green Belt to accommodate a minimum of 860 new homes.

3. The allocation will be supported by the following range of infrastructure:

- a. A range of housing tenures, types and sizes, including affordable homes, custom and self-build plots and supported and extra care housing.
- b. A new 1 form entry primary school.
- c. Local shops and other community facilities of an appropriate scale.
- d. Space within the development for a potential branch GP surgery.
- e. A contribution towards additional secondary school places.
- f. A contribution towards built leisure facilities.
- g. New parks and an extensive green infrastructure network.
- h. A range of smaller areas of open space within the residential development to serve the new community.
- i. Playing pitches.
- j. A comprehensive package of transport improvements.
- k. Compensatory green belt improvements and ecological mitigation and enhancement.
- l. Flood mitigation and drainage including exemplary sustainable drainage systems (SuDS).

#### **MD3.2 Delivery and phasing**

4. The principal landowners and developers 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, adjacent landowners and the local community before being finalised.

5. The Development Framework will be agreed with the Council in advance of the determination of the application for the first part of the employment site and before any further planning applications are submitted. The Development Framework will be a material consideration in the determination of planning applications across the allocation site.

6. To ensure a coordinated approach to new development across the allocation site, the Development Framework will provide:

- a. A comprehensive spatial masterplan for the entire development site, based on the principles and requirements set out in this policy and reflecting site opportunities and constraints;
- b. A comprehensive infrastructure delivery strategy for the development site with details on phasing, delivery triggers and delivery responsibilities; and
- c. An allocation wide approach to infrastructure funding, including planning obligations.

### **MD3.3 Detailed Site-specific Requirements**

#### New Homes

7. The residential development parcels will provide a new neighbourhood comprising an appropriate mix of housing in accordance with Policy DEV2, including a minimum of 30% provision of affordable housing.

8. Supported housing for older people should be provided within the allocation site boundary. The precise nature of this will need to be agreed with the Council based on need and the Council's broader strategy to encourage independent living.

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

10. To ensure the efficient use of land and to reflect the area's urban fringe location, residential development will be constructed to an average minimum net density of 35dph.

#### Employment Area

11. The employment area will deliver around 101 hectares of employment land to meet strategic and local employment needs.

12. The employment land is allocated for distribution and industrial uses (B8, B2 and related ancillary uses) and for low carbon energy projects utilising the sites established power infrastructure.

#### Community Facilities

13. The development will be required to deliver a new 1 form entry primary school which should be located immediately adjacent to the local centre.

14. The development will be required to make a financial contribution towards the provision of additional secondary school places through the expansion of existing secondary schools.

15. The new local centre should provide a focal point for the new community and should include local shops and other appropriate local services. Any proposal for retail development above 500 sq.m. gross will require a retail needs assessment and be subject to the sequential assessment set out in Policy DEV5.

16. The specification and delivery of flexible space for a satellite GP surgery will need to be agreed with the NHS as part of the delivery strategy.

#### Green Infrastructure Network

17. The Development Framework will define a green infrastructure network to ensure the provision of an accessible, comprehensive and high quality network of multi-functional green spaces which connect the different parts of the development site and provide links into Warrington's wider green space network.



18. In accordance with Policy DC5 a range of types and sizes of open space will be required in line with the Council's open space standards. This should include provision of local parks and gardens; natural and semi-natural greenspace; equipped and informal play areas; sports pitches; and allotment plots.

19. The long term management and maintenance arrangements for the green infrastructure network within the development site must be secured.

#### Natural Environment

20. Development within the allocation site will be required to protect and enhance existing wildlife corridors and provide new corridors to link the site into Warrington's wider ecological network and the Mersey Estuary Special Protection Area.

21. The layout of new development must take into account existing landscape features, including watercourses, woodlands, significant hedgerows and contribute to the wider objectives of the Mersey Forest and have regard to sites identified in Policy DC4 (Ecological Network) which should be protected in accordance with the requirements of Policy DC4 and national guidelines.

22. In accordance with Policy DC4 development within the allocation site will be required to evidence that it will not have any adverse impacts on the integrity of the Mersey Estuary Special Protection Area. If habitats within the allocation site or on adjacent land are suitable to support significant populations of qualifying species of wintering birds, avoidance measures and mitigation will be required and any planning application may need to be assessed through project specific Habitats Regulations Assessment.

23. A scheme for measurable biodiversity net gain should be demonstrated through the use of the Defra Metric and provided for all development parcels that come forward for planning approval. Mitigation measures for loss of habitat will only be allowed if shown to be necessary by application of the mitigation hierarchy in accordance with the requirements of Policy DC4.

#### Green Belt

24. The Green Belt boundary to the north will be formed by Widnes Road and an area of new parkland. To the east the Green Belt Boundary currently 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.

25. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required. 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. 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.

### Transport and Accessibility

26. A comprehensive package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site as a whole and for individual phases of development.
- b. Improved cycling and walking routes well related to the green infrastructure network and connecting to the Trans Pennine Trail.
- c. Providing public transport enhancements to connect the new community with Warrington Town Centre and neighbouring Widnes Town Centre.
- d. Other necessary improvements or mitigation measures to local and strategic highway networks as identified by an appropriate Transport Assessment.

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

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

29. Development within the allocation site should be supported by an area-wide travel plan, encompassing the needs of all site users. This area-wide travel plan should replace the need for a series of individual travel plans.

30. The development should contribute to the Council's wider aspiration of enhancing the Trans Pennine Trail and the St Helens Canal as a recreational, tourism, heritage and environmental resource as well as an important cycle and pedestrian link across the Borough.

### Utilities and Environmental Protection

31. A site-wide foul and surface water strategy will be required across the allocation site as a whole, incorporating appropriate Sustainable Drainage Systems (SUDS) and flood alleviation measures. The surface water strategy will be required to improve on greenfield run-off rates. Development proposals will be expected to incorporate infiltration SuDS and SuDS with multi-functional benefits in preference to traditional underground storage systems.

32. The surface water strategy should be integrated with the site's green infrastructure network in order to maximise ecological and potentially recreational benefits.

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

34. Development at Fiddlers Ferry must not impact on the operation of existing infrastructure services or other operations which cross or run close to the site including the

Vyrnwy Aqueduct, the Grangemouth/Stanlow pipeline, all other COMAH sites and any overhead power lines.

35. Development within the allocation site should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

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

37. The design and layout of development must incorporate appropriate measures to mitigate noise and air quality impacts from the A562 Widnes Road and railway line.

38. 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), including providing a financial contribution towards appropriate mitigations measures at Holcroft Moss.

#### Historic Environment

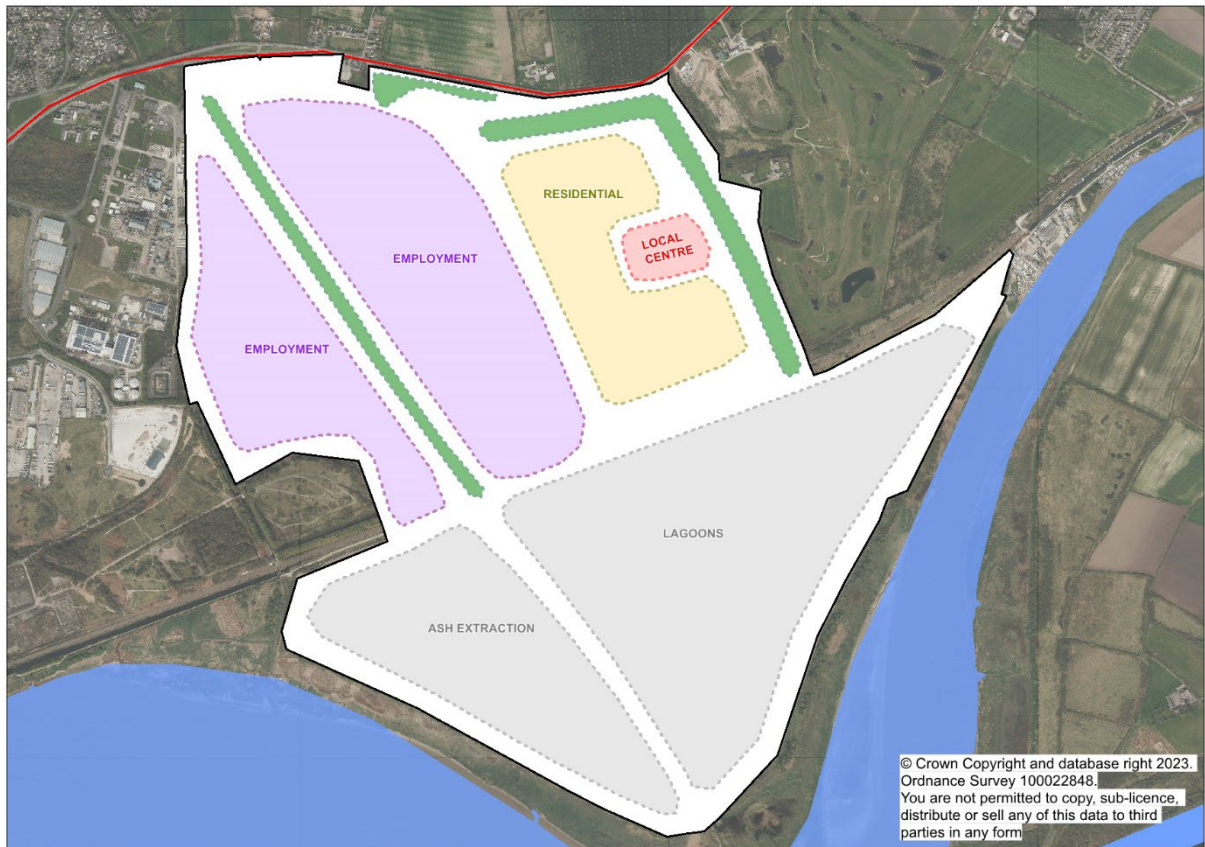
39. Development within the allocation site will be required to be designed in order to ensure that heritage assets and their settings are conserved and, where appropriate, enhanced within the context of the overall development, through appropriate mitigation measures, having regard to the Fiddlers Ferry Heritage Impact Assessment.

### **Why we have taken this approach**

10.3.15 The Fiddlers Ferry development site performed well in terms of the assessment against the Objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The development proposals make use of a brownfield site whilst creating a mixed-use sustainable community in an accessible location.

10.3.16 The proposal is of a sufficient scale to provide a range of services to support a new residential community in this part of Warrington, including a local centre, a primary school, healthcare provision and a network of open spaces. Its location will also ensure good access to Warrington Town Centre and neighbouring Widnes.

**Figure 20 – Illustrative Development Concept for Fiddlers Ferry Development Site**



10.3.17 The ability to re-use the former power station site and the ability of the wider site to make such a significant and sustainable contribution towards meeting Warrington’s development needs provides the exceptional circumstances required to justify the removal of part of the site from the Green Belt.

10.3.18 By requiring the preparation of a Development Framework, the allocation policy will ensure that development comes forward in a comprehensive manner whilst enhancing the built environment and preserving the natural environment. Phasing of development will be linked to the provision of infrastructure.

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.

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.

- 10.3.21 The Green Belt in this part of Warrington is of key significance ensuring the separation of West Warrington and Widnes. It is therefore imperative that development provides a strong Green Belt boundary.
- 10.3.22 The landowner has confirmed their commitment to ensuring a comprehensive form of development, their support of the build rates which have informed the development trajectory and is supportive of the preparation of a Development Framework for the mixed-use development site.
- 10.3.23 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 the employment development and 860 homes being delivered by the end of the Plan period in 2038/39.
- 10.3.24 Policy MD3, together with the Council's IDP, set out the key infrastructure requirements to support the Fiddlers Ferry allocation. The IDP will be kept under review and any changes to the policy requirements will be confirmed through future reviews of the Plan.
- 10.3.25 To meet the requirements of Policy MD3 regarding protection of the ecology on the site, the applicant will be required to provide evidence that the development will not result in any adverse effects both alone and in combination with other plans and projects on the integrity of the Mersey Estuary SPA through loss of functionally linked habitat and disturbance from both construction and operation of the development.
- 10.3.26 To demonstrate this, a survey will be required to determine habitats and current use of the site to support a significant population<sup>6</sup> 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. 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.
- 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.

<sup>6</sup> A significant population is classified as a site that is regularly used by 1% or more of the population of qualifying bird species.

## **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- Fiddlers Ferry Regeneration Vision (2021)
- Fiddlers Ferry Heritage Impact Assessment (2021)
- WBC Green Belt Assessment (2016)
- WBC Green Belt Site Selection-Implications of Green Belt release (2021)
- Green Belt Site Assessment – Fiddlers Ferry (2021)
- Infrastructure Delivery Plan (2021)
- WBC Transport Model (2021)
- Information submitted in support of ‘Call for Sites’ by landowner
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

## **Other Planning Documents**

- Halton Local Plan (2022)

## **Council Wide Strategies**

- WBC Local Transport Plan (LTP4) (2019)
- WBC SuDs Guidance (2017)

## **Delivery Partners**

- Landowner and developers

## 10.4 Thelwall Heys

- 10.4.1 Land to the east of Grappenhall and south of Thelwall bounded by the A50, A56, the Bridgewater Canal and Cliff Lane will be allocated for residential development, providing a minimum of 300 homes. The development will provide a high quality residential setting with good access to local services and facilities in Stockton Heath, Grappenhall and Thelwall and employment opportunities in the Town Centre and across wider south Warrington.
- 10.4.2 The new development will preserve and enhance the heritage assets within the allocation site and will be designed to respect heritage assets in the surrounding area.
- 10.4.3 Development is expected to come forward quickly on the adoption of the Plan. This means the first new homes are anticipated to be completed in 2024/25, with the development completed in full within the first 10 years of the Plan.

### **Policy MD4 - Thelwall Heys**

1. Land to the east of Grappenhall and south of Thelwall will be removed from the Green Belt and allocated for residential development for a minimum of 300 homes.

#### New Homes

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

3. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.

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

5. To reflect the site's location adjacent to the open countryside and to respect and sustain the setting of Thelwall Heys House (Grade II Listed) within the site, development will be constructed to an average minimum net density of 30dph.

#### Community Facilities

6. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.

7. Development will be required to make a contribution towards the provision of additional primary care capacity.

### Open Space and Recreation

8. A green infrastructure strategy will be required for the site in order to ensure the provision of an accessible, comprehensive and high quality network of multi-functional green spaces.

9. The development will be required to provide a minimum level of open space in line with the Council's open space standards in accordance with Policy DC5.

10. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision that will serve the new residents of the development.

### Natural Environment

11. The layout of the development should take account of existing landscape features, including trees and significant hedgerows and ensure the site contributes to the wider objectives of the Mersey Forest. Particular regard should be given to sites identified in Policy DC4 (Ecological Network) which should be protected in line with policy DC4 and national guidelines.

12. A scheme for measurable biodiversity net gain should be demonstrated through the use of the Defra Metric and provided for all development parcels that come forward for planning approval. Mitigation measures for loss of habitat will only be allowed if shown to be necessary by application of the mitigation hierarchy in accordance with the requirements of Policy DC4.

13. The Bridgewater Canal runs along part of the southern border of the site. This is a Green Infrastructure opportunity and development proposals should integrate and support measures that maximise and reinforce the environmental and socio-economic benefits of linkage to the canal corridor and its environs for both current and future residents.

### Green Belt

14. The southern and eastern boundaries of the allocation will clearly define the new Green Belt boundary. A landscape scheme will be required that retains and enhances the trees and hedgerows along these Green Belt boundaries, particular reference should be given to the boundary along Cliff Lane and the Bridgewater Canal.

15. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required. 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. 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.



### Transport and accessibility

16. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site which connect into the wider existing footway network around the site (in particular footpath no.12 that abuts the eastern boundary of the site, footpath no.21 that abuts the southern boundary of the site and the Trans-Pennine Trail that abuts the northern boundary of the site) and provide connectivity with the existing community.
- c. Other necessary network improvements or travel plan measures as identified by an appropriate Transport Assessment.

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 across wider south Warrington.

18. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Knutsford Road and Stockport Road are accessible for pedestrians through safe and attractive footpath links.

### Utilities and Environmental Protection

19. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

20. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

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

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) including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.

### Historic Environment

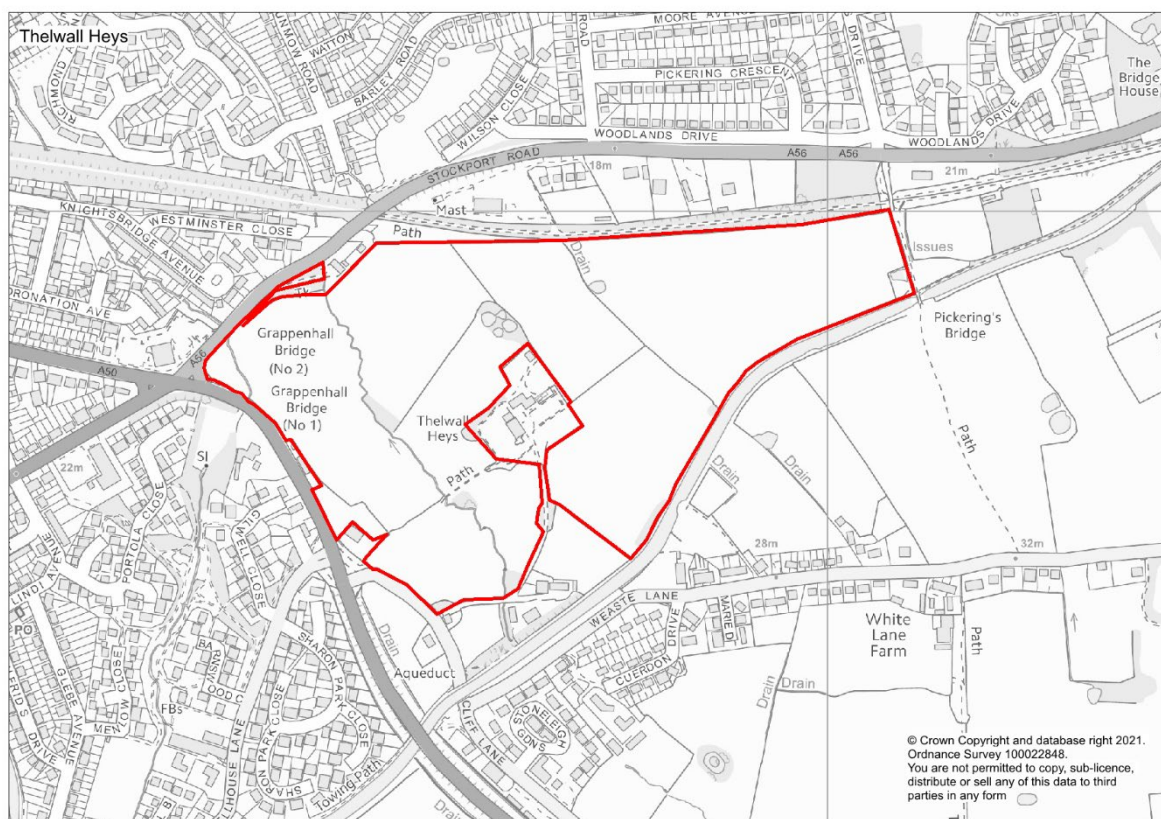
23. Development will be required to preserve or enhance the historic environment, heritage assets and their settings.

24. Development proposals will be required to be in accordance with the Heritage Impact Assessment for Thelwall Heys; including the proposed mitigation and enhancement measures.

## **Why we have taken this approach**

- 10.4.4 The site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The Local Plan Green Belt Assessment determined that the site only makes a weak contribution to the objectives of the Green Belt. The removal of the site from the Green Belt will provide new strong and defensible boundaries to the Green Belt.
- 10.4.5 The site is well served by existing cycle, walking and public transport routes. Its location will ensure good access to services in Stockton Heath District Centre and Grappenhall and Thelwall local centres and major existing employment areas in Warrington Town Centre and across wider south Warrington.
- 10.4.6 Policy MD4 will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be secured to ensure that Grappenhall's infrastructure/services can support the level of population growth.
- 10.4.7 The greenfield and relatively unconstrained nature of the land will enable the site to be delivered in the early part of the Plan period. Developers promoting the site have confirmed their commitment to ensuring a high quality and comprehensive form of development and their support of the build rates which have informed the development trajectory.
- 10.4.8 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.

**Figure 21 – Thelwall Heys Site Boundary**



**Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- WBC Green Belt Site Selection-Implications of Green Belt release (2021)
- Infrastructure Delivery Plan (2021)
- WBC Transport Model (2021)
- Heritage Impact Assessment for Thelwall Heys (2021)
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation

**Other Planning Documents**

- Planning Obligations SPD (2017)

**Council Wide Strategies**

- WBC Local Transport Plan (LTP4) (2019)

**Delivery Partners**

- Developers promoting the site for residential development

## 10.5 Croft

- 10.5.1 Land to the north east of the inset settlement of Croft adjacent to Deacons Close will be allocated for residential development, providing for a minimum of 75 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Croft and employment opportunities at Winwick Quay and Birchwood Park.
- 10.5.2 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2024/25, with the development completed in full within the first 10 years of the Plan period.

### **Policy OS1 – Croft**

1. Land to the north east of Croft (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 75 homes.

#### New Homes

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

3. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.

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

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

#### Community Facilities

6. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.

7. Development will be expected to make a contribution towards the provision of additional primary care capacity.

#### Open Space and Recreation

8. The development will be required to provide a minimum level of open space in line with the Council's open space standards in accordance with Policy DC5.

9. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitches that will serve residents of the development.

### Natural Environment

10. The layout of the development should take account of existing landscape features, including watercourses and significant hedgerows and ensure the site contributes to the wider objectives of the Mersey Forest. Particular regard should be given to sites identified in Policy DC4 (Ecological Network) which should be protected in line with Policy DC4 and national guidelines.

11. A scheme for measurable biodiversity net gain should be demonstrated through the use of the Defra Metric and provided for all development parcels that come forward for planning approval. Mitigation measures for loss of habitat will only be allowed if shown to be necessary by application of the mitigation hierarchy in accordance with the requirements of Policy DC4.

### Green Belt

12. The northern, eastern and southern boundaries of the site define the Green Belt boundary. A landscape scheme will be required to reinforce these Green Belt boundaries, particularly the hedgerows along the north and eastern boundaries.

13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required. 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. 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.

### Transport and accessibility

14. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site which connect into the wider existing footway network and greenway network/public right of way along the southern boundary of the site to provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

15. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Smithy Brow, Lord Street and Mustard Lane are accessible by pedestrians.

### Utilities and Environmental Protection

16. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

17. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

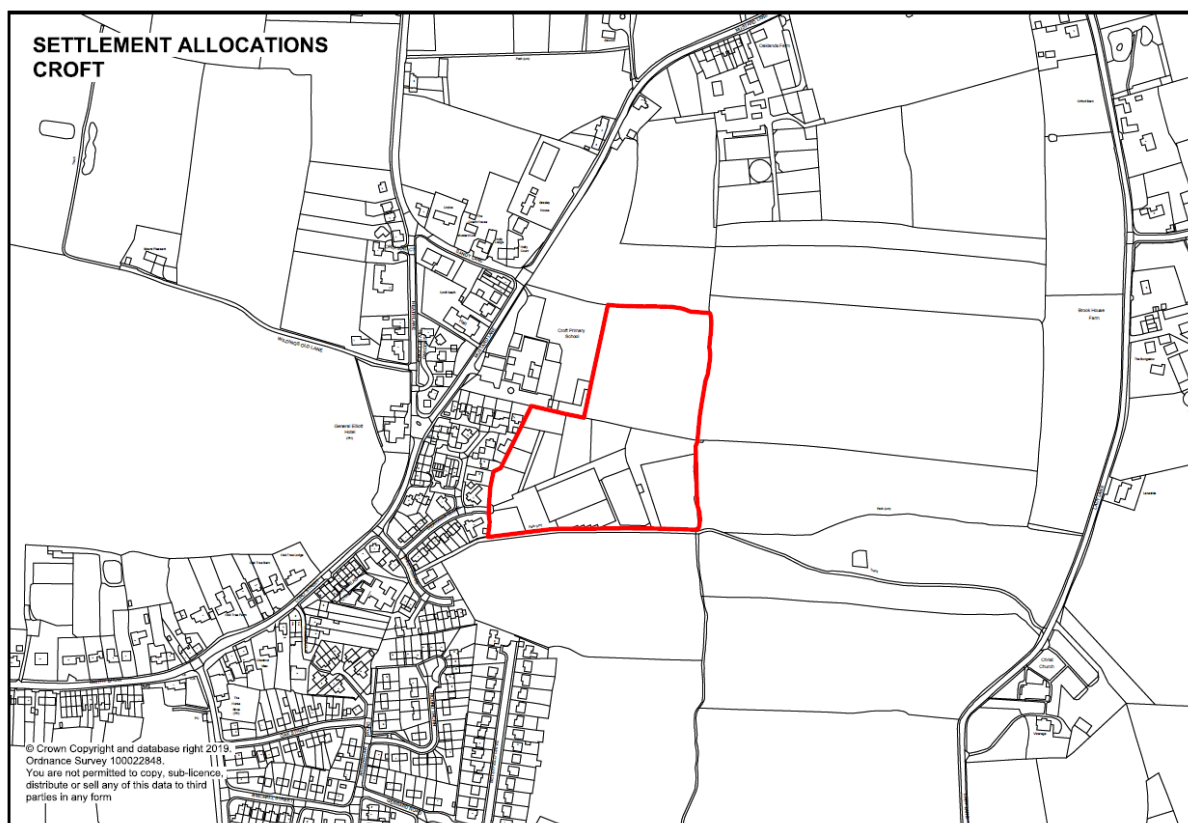
18. The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4) including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.

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

### Why we have taken this approach

10.5.3 The site performed well in terms of the assessment against the objectives of the Local Plan, the requirements of the Government’s National Planning Policy Framework and the Local Plan’s Sustainability Appraisal. The site only makes a weak contribution to the objectives of the Green Belt.

**Figure 22 – Croft Site Boundary**



10.5.4 Its location will ensure good access to services in Croft Village local centre, Warrington Town Centre, and major existing and employment areas at Winwick Quay and Birchwood Park.

- 10.5.5 Policy OS1 will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be secured to ensure that Croft's infrastructure/services can support the level of population growth.
- 10.5.6 The predominantly greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.
- 10.5.7 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.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- WBC Green Belt Site Selection - Implications of Green Belt Release (2021)
- Infrastructure Delivery Plan (2021)
- WBC Transport Model (2021)
- Heritage Impact Assessment for the Outlying Settlements (2021)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Other Planning Documents**

- Planning Obligations SPD (2017)

### **Council Wide Strategies**

- WBC Local Transport Plan (LTP4) (2019)

### **Other Relevant Documents**

- Croft Parish Plan (2018)

### **Delivery Partners**

- Developers promoting the site for residential development



## 10.6 Culcheth

- 10.6.1 Land to the east of the inset settlement of Culcheth bounded by Warrington Road (A574) and Holcroft Lane will be allocated for residential development, providing a minimum of 200 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Culcheth and employment opportunities at Birchwood.
- 10.6.2 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2024/25, with the development completed in full within the first 10 years of the Plan period.

### Policy OS2 – Culcheth

1. Land to the east of Culcheth (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 200 homes.

#### New Homes

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

3. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.

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

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

#### Community Facilities

6. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.

7. Development will be required to make a contribution towards the provision of additional primary care capacity.

#### Open Space and Recreation

8. The development will be required to provide a minimum level of open space in line with the Council's open space standards in accordance with Policy DC5.

9. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision that will serve residents of the development.

### Natural Environment

10. The layout of the development should take account of existing landscape features, including watercourses, ponds and significant hedgerows and ensure the site contributes to the wider objectives of the Mersey Forest. Particular regard should be given to sites identified in Policy DC4 (Ecological Network) which should be protected in line with Policy DC4 and national guidelines.

11. A scheme for measurable biodiversity net gain should be demonstrated through the use of the Defra Metric and provided for all development parcels that come forward for planning approval. Mitigation measures for loss of habitat will only be allowed if shown to be necessary by application of the mitigation hierarchy in accordance with the requirements of Policy DC4.

### Green Belt

12. The southwestern, eastern and northern boundaries of the site define the Green Belt boundary. A landscape scheme will be required to reinforce these Green Belt boundaries, particularly the hedgerow along the southwestern boundary.

13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required. 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. 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.

### Transport and accessibility

14. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site to connect into the wider existing footway network to the west and provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

15. The development will be required to make a contribution towards the delivery of sustainable transport modes.

16. Good accessibility to the existing public transport services should be provided by ensuring that the bus route and bus stops on Warrington Road are accessible by pedestrians.

### Utilities and Environmental Protection

17. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

18. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

19. The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4), including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.

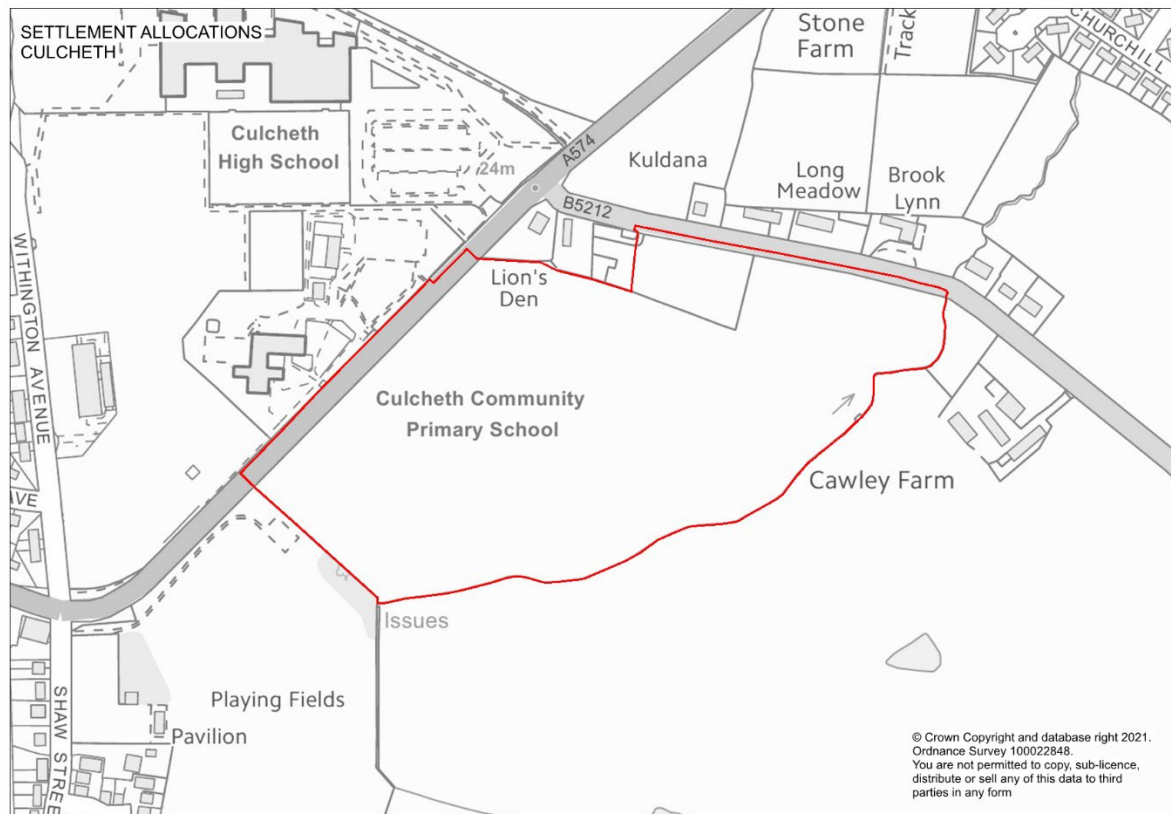
20. Development within the site must not impact on the operation of (or impede the required access to) the existing underground gas pipeline that crosses the site.

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

### Why we have taken this approach

10.6.3 The site performed well in terms of the assessment against the Objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a weak contribution to the objectives of the Green Belt.

**Figure 23 – Culcheth Site Boundary**



- 10.6.4 Its location will ensure good access to a range of services in Culcheth neighbourhood centre and major existing employment areas at Taylor Business Park and Birchwood.
- 10.6.5 Policy OS2 will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be secured to ensure that Culcheth's infrastructure/services can support the level of population growth.
- 10.6.6 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the Plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.
- 10.6.7 It should be noted that the Green Belt boundary has been amended in this location to allow for the site allocation and also to address any anomalies that the site allocation would otherwise create. In this instance the Green Belt boundary has been amended so that two residential properties on the corner of Holcroft Lane / Warrington Road (Lion's Den and Little Lions Cottage) are also removed from the Green Belt. The exceptional circumstances for this change are those put forward in respect of the allocated site and the purpose of this further amendment is to secure a defensible boundary for the settlement of Culcheth.
- 10.6.8 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.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- WBC Green Belt Site Selection-Implications of Green Belt Release (2021)
- Infrastructure Delivery Plan (2021)
- WBC Transport Model (2021)
- Heritage Impact Assessment for the Outlying Settlements (2021)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Other Planning Documents**

- Planning Obligations SPD (2017)

### **Council Wide Strategies**

- WBC Local Transport Plan (LTP4) (2019)

### **Delivery Partners**

- Developers promoting the site for residential development

## 10.7 Hollins Green

- 10.7.1 Land to the southwest of the inset settlement of Hollins Green bounded by Marsh Brook Close, Warburton View and Manchester Road (A57) will be allocated for residential development, providing a minimum of 90 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Hollins Green and employment opportunities at Birchwood.
- 10.7.2 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2024/25, with the development completed in full within the first 10 years of the Plan period.

### Policy OS3 – Hollins Green

1. Land to the southwest of Hollins Green (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 90 homes.

#### New Homes

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

3. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.

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

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

#### Community Facilities

6. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.

7. Development will be required to make a contribution towards the provision of additional primary care capacity.

#### Open Space and Recreation

8. The development will be required to provide a minimum level of open space in line with the Council's open space standards in accordance with Policy DC5.

9. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision that will serve residents of the development.

### Natural Environment

10. The layout of the development should take account of existing landscape features, including watercourses, ponds and significant hedgerows and ensure the site contributes to the wider objectives of the Mersey Forest. Particular regard should be given to sites identified in Policy DC4 (Ecological Network) which should be protected in line with Policy DC4 and national guidelines.

11. A scheme for measurable biodiversity net gain should be demonstrated through the use of the Defra Metric and provided for all development parcels that come forward for planning approval. Mitigation measures for loss of habitat will only be allowed if shown to be necessary by application of the mitigation hierarchy in accordance with the requirements of Policy DC4.

### Green Belt

12. The western, southwestern and south eastern boundaries of the site define the Green Belt boundary. A landscape scheme will be required to reinforce these Green Belt boundaries, particularly the hedgerow along the south eastern boundary fronting Manchester Road (A57).

13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required. 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. 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.

### Transport and accessibility

14. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site to connect into the wider existing footway network and public right of way to the north and provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

15. The development will be required to make a contribution towards the delivery of sustainable transport modes.

### Utilities and Environmental Protection

16. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

17. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

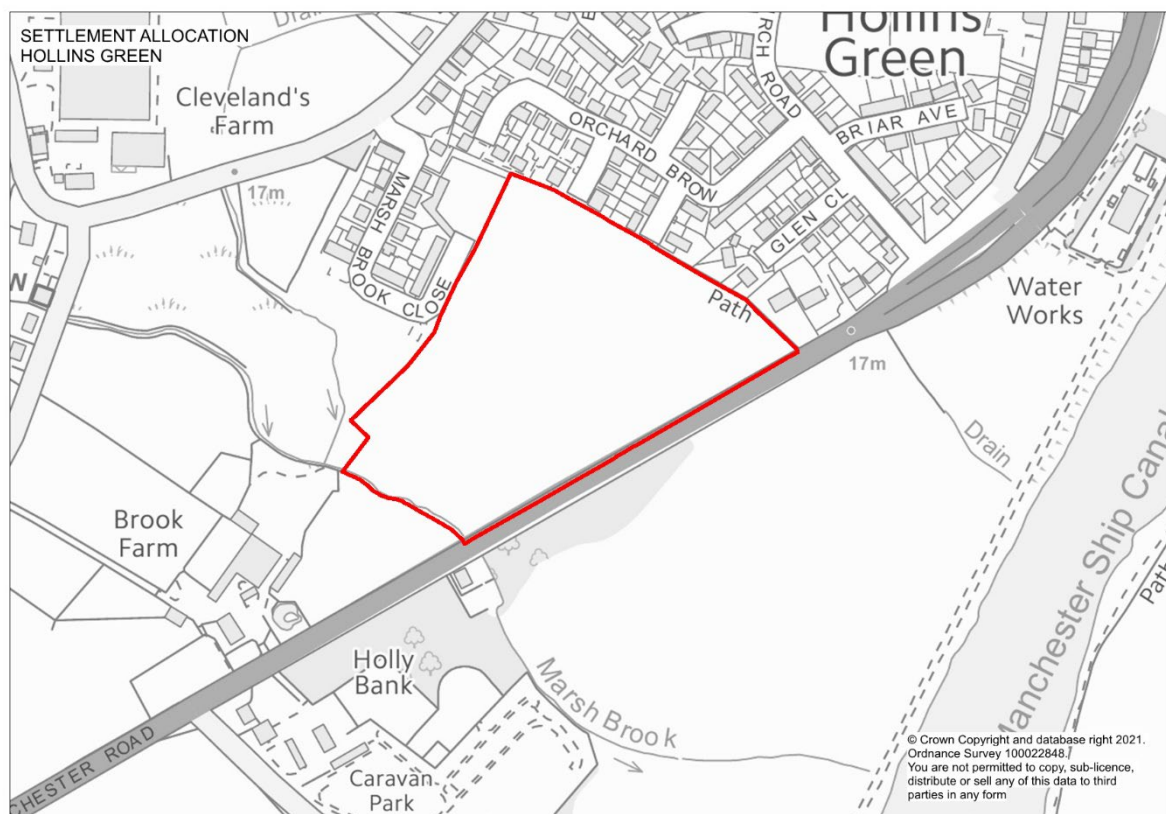
18. The development should demonstrate that there would be no likely significant effects on the integrity of the adjacent European site (Rixton Clay Pits SAC) due to issues of water quality; ground water resource; impact on Great Crested Newts; fly-tipping or other anti-social behaviour.

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

### Why we have taken this approach

10.7.3 The site performed well in terms of the assessment against the Objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a moderate contribution to the objectives of the Green Belt.

**Figure 24 – Hollins Green Site Boundary**



10.7.4 Its location will ensure good access to services in Hollins Green local centre and major existing employment areas at Birchwood.



- 10.7.5 Policy OS3 will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be secured to ensure that Hollins Green’s infrastructure/services can support the level of population growth.
- 10.7.6 The Rixton Clay Pits SAC is located 700m to the west of Hollins Green (village centre). The allocation site lies within 500m of the SAC. The SAC contains a population of Great Crested Newts. The Habitats Regulations Assessment has highlighted potential impacts from the development of this site which have necessitated specific controls within the policy.
- 10.7.7 The development will need to be supported by a Protected Species Survey undertaken by a licenced ecologist to investigate the use of surrounding habitat by Great Crested Newts. If loss of supporting habitat for Great Crested Newts is shown to arise, the development will need to provide mitigation measures for newts such that there is no net loss of suitable foraging and over-wintering habitat within 500m of the SAC. This could be through either entirely new habitat creation or the enhancement of existing habitat to improve its ability to support Great Crested Newts. Any such mitigation measures will need to be agreed with Natural England.
- 10.7.8 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the Plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.
- 10.7.9 It should be noted that the Green Belt boundary has been amended in this location to allow for the site allocation and also to address any anomalies that the site allocation would otherwise create. In this instance the Green Belt boundary has been amended so that dwellings on Marsh Brook Close to the north west of the allocated site are also removed from the Green Belt. The exceptional circumstances for this change are those put forward in respect of the allocated site and the purpose of this further amendment is to secure a defensible boundary for the settlement of Hollins Green.

### **Key Evidence**

- National Planning Policy Framework ( 2021)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- WBC Green Belt Site Selection-Implications of Green Belt Release (2021)
- Infrastructure Delivery Plan (2021)
- WBC Transport Model (2021)
- Heritage Impact Assessment for the Outlying Settlements (2021)

- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

#### **Other Planning Documents**

- Planning Obligations SPD (2017)

#### **Council Wide Strategies**

- WBC Local Transport Plan (LTP4) (2019)

#### **Delivery Partners**

- Developers promoting the site for residential development

## 10.8 Lymm (Pool Lane and Warrington Road)

- 10.8.1 Two parcels of land to the west of the inset settlement of Lymm, comprising land bounded by Pool Lane, Oldfield Road and Warrington Road and land bounded by Warrington Road, the Trans-Pennine Trail and Statham Community Primary School will be allocated for residential development, providing a minimum of 170 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Lymm and employment opportunities in Warrington Town Centre.
- 10.8.2 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2024/25, with the development completed in full within the first 10 years of the Plan period.

### Policy OS4 – Lymm (Pool Lane/Warrington Road)

1. Land to the west of Lymm (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 170 homes.
2. The development of the site should be in accordance with the emerging Lymm Neighbourhood Plan and take into account the Lymm Heritage and Character Assessment (2018).

#### New Homes

3. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.
4. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.
5. Specific provision should be made for self-build/custom build plots, subject to demand as demonstrated by the Council's self-build register.
6. To reflect the site's location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph.

#### Community Facilities

7. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.
8. Development will be required to make a contribution towards the provision of additional primary care capacity.

### Open Space and Recreation

9. The development will be required to provide a minimum level of open space in line with the Council's open space standards in accordance with Policy DC5.

10. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision that will serve residents of the development.

### Natural Environment

11. The layout of the development should take account of existing landscape features, including trees and significant hedgerows and ensure the site contributes to the wider objectives of the Mersey Forest. Particular regard should be given to sites identified in Policy DC4 (Ecological Network) which should be protected in line with Policy DC4 and national guidelines.

12. A scheme for measurable biodiversity net gain should be demonstrated through the use of the Defra Metric and provided for all development parcels that come forward for planning approval. Mitigation measures for loss of habitat will only be allowed if shown to be necessary by application of the mitigation hierarchy in accordance with the requirements of Policy DC4.

### Green Belt

13. The west, northern and part of the southern boundaries of the allocation define the Green Belt boundary. A landscape scheme will be required that creates a notable area of natural wetland habitat and retains and enhances the trees and hedgerows along these Green Belt boundaries, particularly the hedgerow along the northern boundary and the woodland along the western boundary.

14. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required. 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. 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.

### Transport and accessibility

15. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site (including footpath no.10 that traverses the southern part of the allocation north to south) which connect into the wider existing footway network around the site and provide connectivity with the existing community.

c. Other necessary network improvements as identified by an appropriate Transport Assessment.

16. The development will be required to make a contribution towards the delivery of improved cycle links to employment opportunities in the Town Centre.

17. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Warrington Road are accessible by pedestrians.

#### Utilities and Environmental Protection

18. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures that take account of existing surrounding drainage patterns.

19. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

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

21. The design of the development must incorporate appropriate measures to mitigate noise impacts from the adjacent Statham Lodge Hotel.

#### Historic Environment

22. Development will be required to preserve or enhance the historic environment, heritage assets and their setting.

23. Development proposals will be required to be in accordance with the Heritage Impact Assessments for Lymm – Pool Lane and Lymm - Warrington Road; including the proposed mitigation and enhancement measures.

### **Why we have taken this approach**

10.8.3 The sites performed well in terms of the assessment against the Objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The sites only make a weak or moderate contribution to the objectives of the Green Belt.

10.8.4 Its location will ensure good access to services in Lymm neighbourhood centre and major existing employment areas in Warrington Town Centre.

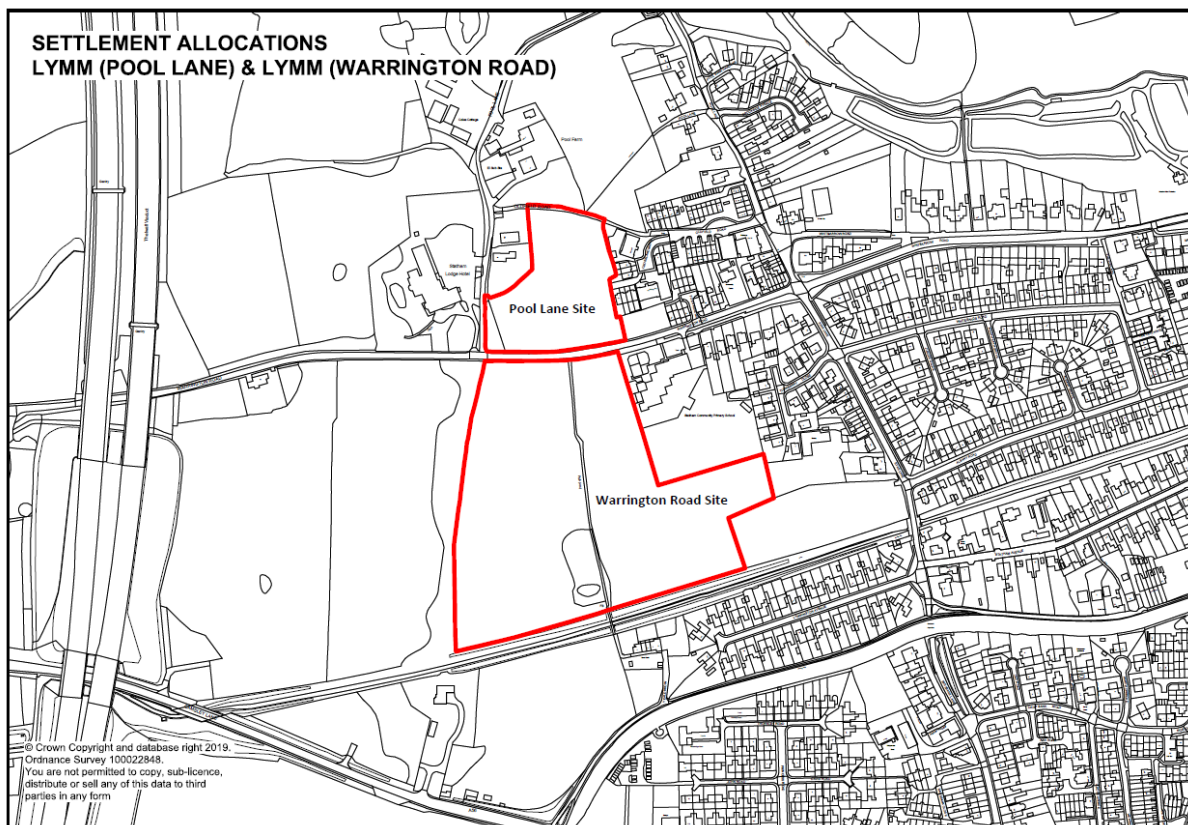
10.8.5 Policy OS4 will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be

secured to ensure that Lymm's infrastructure/services can support the level of population growth.

10.8.6 There are surrounding habitats, primarily to the west of the site that rely upon a 'wetland' environment. The Habitats Regulations Assessment has highlighted potential impacts from the development of this site which have necessitated specific controls within the policy.

10.8.7 The greenfield and relatively unconstrained nature of the land will enable the sites to be delivered in the early part of the Plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.

**Figure 25 – Lymm: Pool Lane and Warrington Road Site Boundaries**



### Key Evidence

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- WBC Green Belt Site Selection-Implications of Green Belt Release (2021)
- Infrastructure Delivery Plan (2021)

- WBC Transport Model (2021)
- Heritage Impact Assessment for the Outlying Settlements (2021)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

#### **Other Planning Documents**

- Planning Obligations SPD (2017)
- Emerging Lymm Neighbourhood Plan
- Lymm Heritage and Character Assessment (2018)

#### **Council Wide Strategies**

- WBC Local Transport Plan (LTP4) (2019)

#### **Delivery Partners**

- Developers promoting the site for residential development

## 10.9 Lymm (Rushgreen Road)

- 10.9.1 Land to the east of the inset settlement of Lymm bounded by Rushgreen Road, Tanyard Farm and the Bridgewater Canal will be allocated for a residential led mixed-use development providing a minimum of 136 new homes and a new health facility.
- 10.9.2 The development will provide a high quality residential setting with ease of access to existing local services and facilities in Lymm and employment opportunities in Warrington Town Centre.
- 10.9.3 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2024/25, with the development completed in full within the first 10 years of the Plan period.

### Policy OS5 – Lymm (Rushgreen Road)

1. Land to the east of Lymm (inset settlement) will be removed from the Green Belt and allocated for residential development for a minimum of 136 homes and a new health facility.
2. The development of the site should be in accordance with the emerging Lymm Neighbourhood Plan and take into account the Lymm Heritage and Character Assessment (2018).

#### New Homes

3. A range of housing tenures, types and sizes will be required in order to ensure development contributes to meeting the Borough's general and specialist housing needs, including family homes with gardens, specific provision for older people and for younger people looking to purchase their first home.
4. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.
5. Specific provision should be made for self-build/custom build plots, subject to demand as demonstrated by the Council's self-build register.
6. To reflect the site's location adjacent to the open countryside the development will be constructed to an average minimum density of 30dph.

#### Community Facilities

7. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.
8. Development will be required to provide for a new primary health care facility of a minimum of 1,500 sq.m.



### Open Space and Recreation

9. The development will be required to provide a minimum level of open space in line with the Council's open space standards in accordance with Policy DC5.

10. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitch provision that will serve residents of the development.

### Natural Environment

11. The layout of the development should take account of existing landscape features, including trees, ponds, watercourses (including the Bridgewater Canal) and significant hedgerows and ensure the site contributes to the wider objectives of the Mersey Forest. Particular regard should be given to sites identified in Policy DC4 (Ecological Network) which should be protected in line with Policy DC4 and national guidelines.

12. A scheme for measurable biodiversity net gain should be demonstrated through the use of the Defra Metric and provided for all development parcels that come forward for planning approval. Mitigation measures for loss of habitat will only be allowed if shown to be necessary by application of the mitigation hierarchy in accordance with the requirements of Policy DC4.

### Green Belt

13. The southern boundary of the site defines the Green Belt boundary. A landscape scheme will be required that retains and enhances the trees and hedgerows along this Green Belt boundary and enhances the setting of the Bridgewater Canal.

14. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required. 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. 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.

### Transport and accessibility

15. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site to connect into the wider existing footway network (including the Bridgewater Canal towpath that runs along the southern boundary of the site) and provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

16. The development will be required to make a contribution towards the delivery of improved cycle links to employment opportunities in the Town Centre.

17. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Rushgreen Road are accessible by pedestrians.

#### Utilities and Environmental Protection

18. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.

19. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.

20. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigation measures in accordance with Policy ENV8 (Part 10).

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

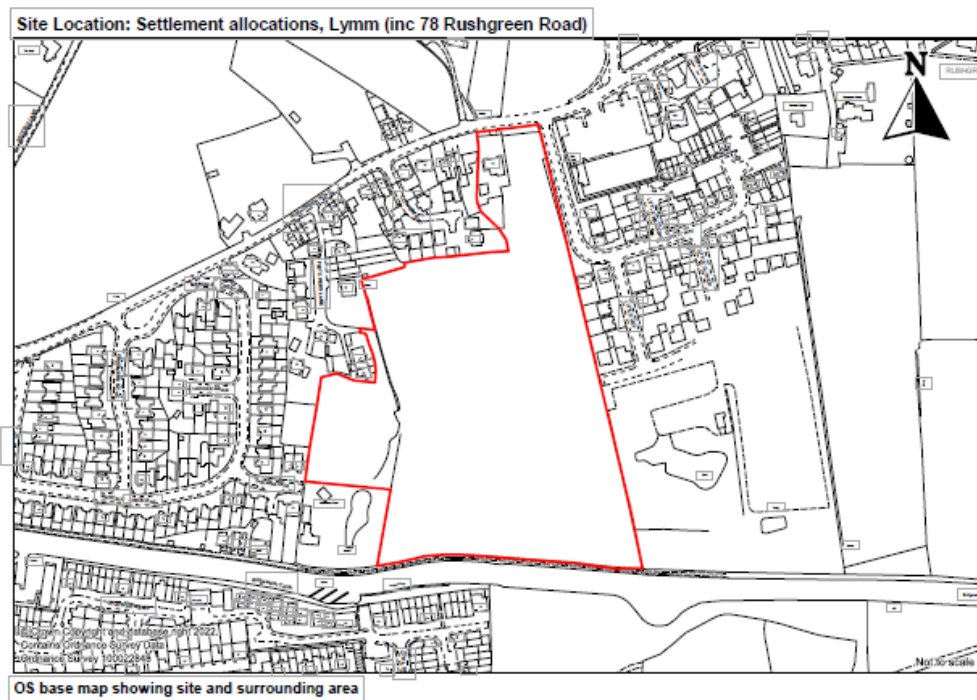
#### Historic Environment

22. Development will be required to preserve or enhance the historic environment, heritage assets and their setting.

### **Why we have taken this approach**

10.9.4 The site performed well in terms of the assessment against the Objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site makes a moderate contribution to the objectives of the Green Belt.

**Figure 26 – Rushgreen Road Site Boundary**



- 10.9.5 Its location will ensure good access to services in Lymm neighbourhood centre and major existing employment areas in Warrington Town Centre.
- 10.9.6 Policy OS5 will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment.
- 10.9.7 Contributions towards infrastructure provision will be secured to ensure that Lymm's infrastructure/services can support the level of population growth. The existing GP facilities in Lymm are at capacity and have no prospect of expansion. The delivery of a new primary care health facility is therefore a key requirement of the development. The final size and nature of the facility will need to be confirmed with NHS Cheshire and Merseyside.
- 10.9.8 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)

- WBC Green Belt Site Selection-Implications of Green Belt Release (2021)
- Infrastructure Delivery Plan (2021)
- WBC Transport Model (2021)
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- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

#### **Other Planning Documents**

- Planning Obligations SPD (2017)
- Emerging Lymm Neighbourhood Plan
- Lymm Heritage and Character Assessment (2018)

#### **Council Wide Strategies**

- Draft Local Transport Plan (LTP4)

#### **Delivery Partners**

- Developers promoting the site for residential development
- NHS Cheshire and Merseyside

## **10.10 Land to the north of Winwick**

10.10.1 Land to the north of Winwick between Golborne Road (A573) and Waterworks Lane will be allocated for residential development, providing a minimum of 130 new homes. The development will provide a high quality residential setting with ease of access to existing local services and facilities in Winwick and employment opportunities at Omega, Gemini and Winwick Quay.

10.10.2 The development will be designed to respect the setting of the site of the Battle of Winwick, which is a Registered Battlefield.

10.10.3 Development is expected to come forward quickly upon adoption of the Plan. This means the first homes are anticipated to be completed in 2024/25, with the settlement extension completed in full within the first 10 years of the Plan period.

### **Policy OS6 – Land to the north of Winwick**

1. Land to the north of Winwick (inset settlement) will be removed from the Green Belt and allocated for development for a minimum of 130 homes.

#### New Homes

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

3. A minimum of 30% of homes should be affordable in accordance with Policy DEV2.

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

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

#### Community Facilities

6. The development will be required to make a contribution towards the provision of additional primary and secondary school places to meet the need for school places that will be generated from the development.

7. Development will be expected to make a contribution towards the provision of additional primary care capacity.

#### Open Space and Recreation

8. The development will be required to provide a minimum level of open space in line with the Council's open space standards in accordance with Policy DC5.

9. Proposals will be required to make a contribution to expanding and enhancing existing or planned built leisure facilities and playing pitches that will serve residents of the development.

#### Natural Environment

10. The layout of the settlement extension should take account of existing landscape features, including watercourses and significant hedgerows and ensure the site contributes to the wider objectives of the Mersey Forest. Particular regard should be given to sites identified in Policy DC4 (Ecological Network) which should be protected in line with Policy DC4 and national guidelines.

11. A scheme for measurable biodiversity net gain should be demonstrated through the use of the Defra Metric and provided for all development parcels that come forward for planning approval. Mitigation measures for loss of habitat will only be allowed if shown to be necessary by application of the mitigation hierarchy in accordance with the requirements of Policy DC4.

#### Green Belt

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.

13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required. 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. 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.

#### Transport and accessibility

14. A package of transport improvements will be required to support the development. Required improvements will include:

- a. Ensuring appropriate access arrangements for the site.
- b. Provision of cycling and walking routes within the site to connect into the wider existing footway network to the south and provide connectivity with the existing community.
- c. Other necessary network improvements as identified by an appropriate Transport Assessment.

15. Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops on Newton Road (A49) and Myddleton Lane are accessible by pedestrians.

#### Utilities and Environmental Protection

16. A site-wide surface water strategy is required, incorporating appropriate Sustainable Urban Drainage Systems (SUDS) and flood alleviation measures.
17. Improvements to the water supply and sewerage network will be required, ensuring that surface water drainage is not combined with foul discharge.
18. Development proposals will be required to assess the impact on the public water supply, 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).
19. The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4), including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.
20. Development within the site should not impact on the operation of the existing power line that crosses the site.
21. The development should be designed to mitigate the impacts of climate change; be as energy efficient as possible and seek to meet a proportion of its energy needs from renewable or low carbon sources in accordance with Policy ENV7.

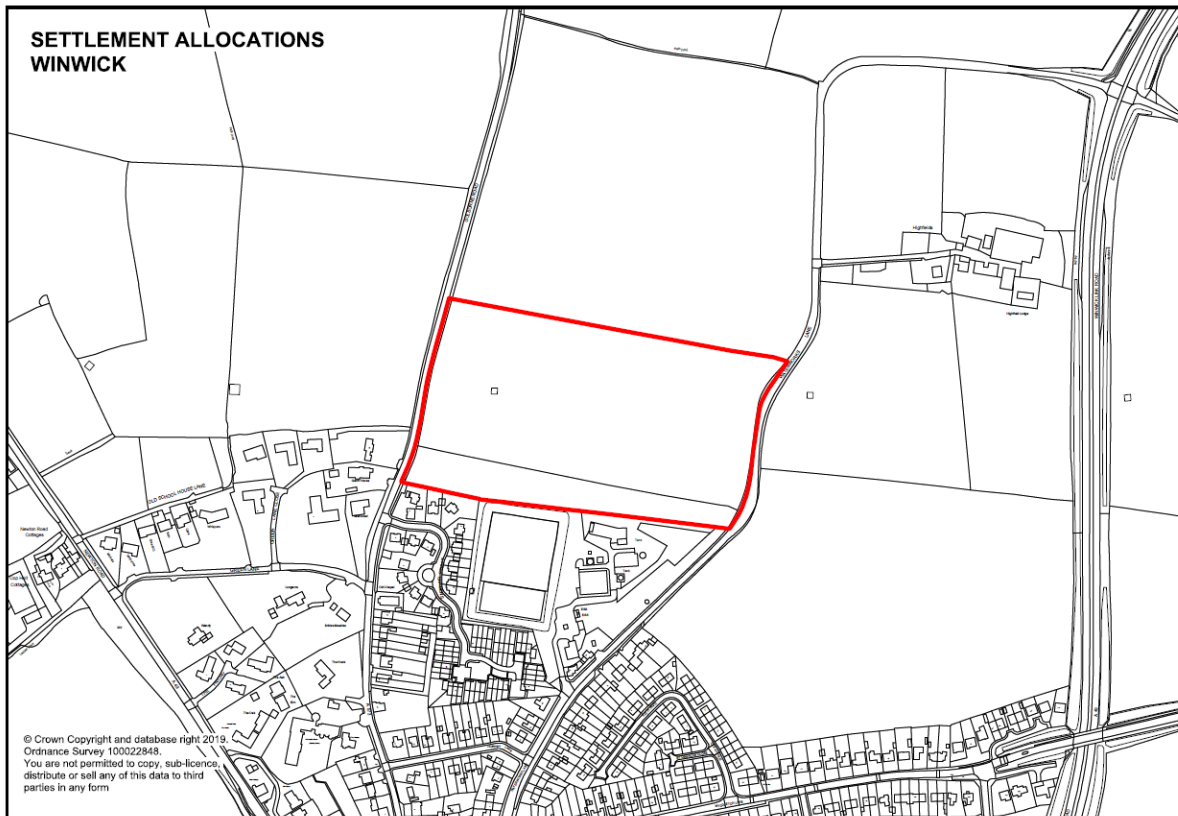
#### Historic Environment

22. Development will be required to preserve and enhance the historic environment, heritage assets and their setting.
23. Development proposals will be required to be in accordance with the Winwick Heritage Impact Assessment including the proposed mitigation and enhancement measures.
24. Development proposals will be expected to preserve or enhance the historic significance, appearance and integrity of and the ability to understand and appreciate the setting of the Battle of Winwick. Additionally there will be a further requirement to undertake both desk-based assessment and field evaluation to explore the archaeological potential of the site.

#### **Why we have taken this approach**

- 10.10.4 The site performed well in terms of the assessment against the Objectives of the Local Plan, the requirements of the Government's National Planning Policy Framework and the Local Plan's Sustainability Appraisal. The site only makes a moderate contribution to the objectives of the Green Belt.

**Figure 27 – Winwick Site Boundary**



10.10.5 Its location will ensure good access to services in Winwick local centre, Warrington Town Centre, and major existing and proposed employment areas at Winwick Quay, Omega and Gemini.

10.10.6 Policy OS6 will allow the site to be delivered quickly and ensure that development comes forward in a comprehensive manner that preserves and enhances the built and natural environment. Contributions towards infrastructure provision will be secured to ensure Winwick's infrastructure can support the increased population generated by the site's development.

10.10.7 The site is located within Ground Water Source Protection Zones 1 and 2, as well as being in close proximity a significant asset, Winwick Service Reservoir. The service reservoir is an operational asset that operates 24/7 and may result in noise. Also it is surrounded by a network of water supply pipes that transport water to and from the asset, which need to be given due regard in the design and layout of any proposed development. Careful masterplanning is required to mitigate these issues and in particular to mitigate the risk of pollution to public water supply and the water environment. The developer will need to liaise with United Utilities regarding the proximity of development to the existing reservoir and existing water supply pipes. The development should be designed to provide an easement width of 10m (5m either side) of the existing water supply infrastructure. The developer will be required to prepare and agree a management plan to ensure the impacts on the water supply infrastructure is managed and mitigated during the construction



process and include mitigating measures to protect against any impact on the water supply infrastructure during the operational life of the development.

10.10.8 The site is located in a sensitive location with regard to historic Battlefield. It is therefore imperative that development respects the setting of this important heritage asset.

10.10.9 The greenfield and relatively unconstrained nature of the site will enable the site to be delivered in the early part of the plan period. Developers promoting the site have confirmed their commitment to ensuring a comprehensive form of development and their support of the build rates which have informed the development trajectory.

10.10.10 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.

### **Key Evidence**

- National Planning Policy Framework (2021)
- Planning Practice Guidance (PPG)
- WBC Site Assessment (2018)
- WBC Green Belt Assessment (2016)
- WBC Green Belt Site Selection-Implications of Green Belt Release (2021)
- Infrastructure Delivery Plan (2021)
- WBC Transport Model (2021)
- Heritage Impact Assessment for the Outlying Settlements (2021)
- Information submitted in support of 'Call for Sites' by developers promoting the allocation
- Habitat Regulation Assessment: Proposed Submission Version Local Plan (2021)
- Sustainability Appraisal Report: Proposed Submission Version Local Plan (2021)

### **Other Planning Documents**

- Planning Obligation SPD (2017)

### **Council Wide Strategies**

- WBC Local Transport Plan (LTP4) (2019)

### **Delivery Partners**

- Developers promoting the site for residential development

# MONITORING AND REVIEW

## 11 Monitoring Framework

### 11.1 Monitoring Warrington's Local Plan and keeping it up to date

- 11.1.1 The success of the Local Plan will be judged by its effectiveness in achieving its objectives and making progress towards the vision. This can be measured by monitoring progress against a range of indicators that can be identified and reported upon each year in the Council's Annual Monitoring report.
- 11.1.2 Where monitoring identifies there is a fundamental risk to the delivery of the Local Plan then this enables the Council to identify necessary interventions including the potential review of the Local Plan.

#### **Policy M1 - Local Plan Monitoring and Review**

##### Monitoring Framework

1. The Council will prepare an Annual Monitoring Report setting out performance against Local Plan policies based on the indicators provided in Appendix 2.
2. If delivery of housing, including affordable housing, in any given monitoring year falls below 100% of the annual requirement, the Council will consider implementing all or some of the following measures to bring forward development:
  - a. Working with developers and infrastructure providers to remove obstacles to the delivery of sites;
  - b. Seeking alternative sources of funding if problems with infrastructure provision is delaying development of key strategic sites;
  - c. Consideration of the potential to increase density on allocated sites;
  - d. Consideration of the ability to deliver strategic sites earlier in the Plan period; and
  - e. Working with other authorities under the Duty to Co-operate to address any unmet needs.
3. Where total delivery of housing is less than 75% of the annual requirement for three consecutive monitoring years, or where jobs growth exceeds that of the forecasts used to inform the Plan's housing requirement for three consecutive years, this will trigger the need for the consideration of a review or partial review of the Local Plan.
4. Where there is an identified risk to delivery of infrastructure essential to delivering the Spatial Strategy of the Plan, this will trigger the need for the consideration of a review or partial review of the Local Plan.

##### Monitoring Main Development Allocations

5. In order to ensure timely delivery of the Main Development Areas, the Council will draw up an action plan setting out key milestones for the delivery of these areas, including masterplanning, phasing of infrastructure and submission of planning applications, and monitor progress on an annual basis.

6. The annual rate of housing completions within the Main Development Areas will be considered as part of Borough wide monitoring.

### **Why we have taken this approach**

- 11.1.3 Regular monitoring of actual development outcomes against the Plan is an essential part of ensuring that the Plan is effective. Monitoring can indicate areas where interventions may be needed to achieve the Objectives of the Plan, and may also demonstrate the need for a review or partial review of the Plan. Of key importance to Warrington is the monitoring of housing delivery.
- 11.1.4 Given the size and complexity of the Main Development Areas, and the fact they are expected to make a significant contribution towards housing needs within the Plan period, it is considered important to closely monitor their implementation.
- 11.1.5 The indicators contained within Policy M1 Monitoring Framework will be monitored on an annual basis through the Council's Annual Monitoring Report, alongside a range of other contextual indicators as set out in Appendix 2.

# GLOSSARY:

## Glossary

**Affordable housing:** housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a) **Affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- b) **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
- c) **Discounted market sales housing:** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- d) **Other affordable routes to home ownership:** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

**Air Quality Management Areas (AQMA):** Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

**Ancient or veteran tree:** A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage

**Ancient Woodland:** An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

**Annual position statement:** A document setting out the 5 year housing land supply position on 1st April each year, prepared by the local planning authority in consultation with developers and others who have an impact on delivery.

**Archaeological interest:** There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

**Article 4 direction:** A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.

**Best and most versatile agricultural land:** Land in grades 1, 2 and 3a of the Agricultural Land Classification.

**Brownfield Land:** See "Previously Developed Land".

**Brownfield land registers:** Registers of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local planning authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.

**Build to Rent:** Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

**Climate change Adaptation:** Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

**Climate change mitigation:** Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

**Coastal change management area:** An area identified in plans as likely to be affected by physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.

**Community forest:** An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations.

**Community Right to Build Order:** An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site specific development proposal or classes of development.

**Competent person (to prepare site investigation information):** A person with a recognised

relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

**Conservation (for heritage policy):** The process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate enhances its significance.

**Decentralised energy:** Local renewable and local low carbon energy sources.

**Deliverable:** To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).

b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

**Design Code:** A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as masterplan or other design and development framework for a site or area.

**Design guide:** A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.

**Designated Heritage Asset:** A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.

**Designated rural areas:** National Parks, Areas of Outstanding Natural Beauty and areas designated as 'rural' under Section 157 of the Housing Act 1985.

**Developable:** To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

**Development Plan:** Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.



**Edge of centre:** For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

**Entry-level exception site:** A site that provides entry-level homes suitable for first time buyers (or equivalent, for those looking to rent), in line with paragraph 72 of this Framework.

**Environmental impact assessment:** A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

**Essential local workers:** Public sector employees who provide frontline services in areas including health, education and community safety – such as NHS staff, teachers, police, firefighters and military personnel, social care and childcare workers.

**General aviation airfields:** Licenced or unlicenced aerodromes with hard or grass runways, often with extensive areas of open land related to aviation activity.

**Geodiversity:** The range of rocks, minerals, fossils, soils and landforms.

**Green infrastructure:** A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

**Habitats site:** Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.

**Heritage asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Heritage coast:** Areas of undeveloped coastline which are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors.

**Historic environment:** All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**Historic environment record:** Information services that seek to provide access to

comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

**Housing Delivery Test:** Measures net homes delivered in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.

**International, national and locally designated sites of importance for biodiversity:** All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

**Irreplaceable habitat:** Habitats which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.

**Local Development Order:** An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

**Local Enterprise Partnership:** A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

**Local housing need:** The number of homes identified as being needed through the application of the standard method set out in national planning guidance (or, in the context of preparing strategic policies only, this may be calculated using a justified alternative approach as provided for in paragraph 61 of this Framework).

**Local Nature Partnership:** A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

**Local Nature Recovery Strategy:** Spatial Strategies for nature, used by Local Plan makers to inform how Local Plans will protect and enhance biodiversity.

**Local planning authority:** The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council, London borough council, county council, Broads Authority, National Park Authority, the Mayor of London and a development corporation, to the extent appropriate to their responsibilities.

**Local plan:** A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

**Main town centre uses:** Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**Major development:** For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Major hazard sites, installations and pipelines:** Sites and infrastructure, including licensed explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply.

**Minerals resources of local and national importance:** Minerals which are necessary to meet society's needs, including aggregates, brickclay (especially Etruria Marl and fireclay), silica sand (including high grade silica sands), coal derived fly ash in single use deposits, cement raw materials, gypsum, salt, fluorspar, shallow and deep-mined coal, oil and gas (including conventional and unconventional hydrocarbons), tungsten, kaolin, ball clay, potash, polyhalite and local minerals of importance to heritage assets and local distinctiveness.

**Mineral Consultation Area:** A geographical area based on a Mineral Safeguarding Area, where the district or borough council should consult the Mineral Planning Authority for any proposals for non-minerals development.

**Mineral Safeguarding Area:** An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

**National trails:** Long distance routes for walking, cycling and horse riding.

**Natural Flood Management:** managing flood and coastal erosion risk by protecting, restoring and emulating the natural 'regulating' function of catchments, rivers, floodplains and coasts.

**Nature Recovery Network:** An expanding, increasingly connected, network of wildlife-rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is coordinated action for species and habitats.

**Neighbourhood Development Order:** An Order made by a local planning authority (under

the Town and Country Planning Act 1990) through which parish councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.

**Neighbourhood plan:** A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

**Non-strategic policies:** Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.

**Older people:** People over or approaching retirement age, including the active, newlyretired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

**Open space:** All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**Original building:** A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

**Out of centre:** A location which is not in or on the edge of a centre but not necessarily outside the urban area.

**Out of town:** A location out of centre that is outside the existing urban area.

**Outstanding universal value:** Cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations. An individual Statement of Outstanding Universal Value is agreed and adopted by the UNESCO World Heritage Committee for each World Heritage Site.

**People with disabilities:** People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

**Permission in principle:** A form of planning consent which establishes that a site is suitable for a specified amount of housing-led development in principle. Following a grant of permission in principle, the site must receive a grant of technical details consent before development can proceed.

**Planning condition:** A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

**Planning obligation:** A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Playing field:** The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Preliminary Ecological Appraisal:** The term used to describe a rapid assessment of the ecological features present, or potentially present, within a site and its surrounding area in relation to a specific project (usually a proposed development).

**Previously Developed Land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

**Primary Shopping Area:** Defined area where retail development is concentrated.

**Priority Habitats and Species:** Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

**Ramsar sites:** Wetlands of international importance, designated under the 1971 Ramsar Convention.

**Renewable and Low-carbon Energy:** Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

**Rural exception sites:** Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

**Recycled aggregates:** Aggregates resulting from the processing of inorganic materials previously used in construction, e.g. construction and demolition waste.

**Safeguarding zone:** An area defined in Circular 01/03: Safeguarding aerodromes, technical

sites and military explosives storage areas, to which specific safeguarding provisions apply.

**Secondary aggregates:** Aggregates from industrial wastes such as glass (cullet), incinerator bottom ash, coal derived fly ash, railway ballast, fine ceramic waste (pitcher), and scrap tyres; and industrial and minerals by-products, notably waste from china clay, coal and slate extraction and spent foundry sand. These can also include hydraulically bound materials.

**Self-build and custom-build housing:** Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

**Setting of a Heritage Asset:** The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

**Significance (for heritage policy):** The value of a heritage asset to this and future 72 generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

**Special Protection Areas:** Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

**Site Investigation information:** Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 Investigation of Potentially Contaminated Sites - Code of Practice).

**Sites of Special Scientific Interest:** Sites designated by Natural England under the Wildlife and Countryside Act 1981.

**Spatial development strategy:** A plan containing strategic policies prepared by a Mayor or a combined authority. It includes the London Plan (prepared under provisions in the Greater London Authority Act 1999) and plans prepared by combined authorities that have been given equivalent plan-making functions by an order made under the Local Democracy, Economic Development and Construction Act 2009 (as amended).

**Stepping stones:** Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

**Strategic Environmental Assessment (SEA):** A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

**Strategic policies:** Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

**Strategic policy-making authorities:** Those authorities responsible for producing strategic policies (local planning authorities, and elected Mayors or combined authorities, where this power has been conferred). This definition applies whether the authority is in the process of producing strategic policies or not.

**Supplementary Planning Document (SPD):** Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

**Sustainable Transport Modes:** Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

**Town Centre:** Area defined on the local authority's Policies Map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

**Transport Assessment:** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed to deal with the anticipated transport impacts of the development.

**Transport Statement:** A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

**Travel plan:** A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

**Wildlife Corridors:** Areas of habitat connecting wildlife populations.

**Windfall sites:** Sites not specifically identified in the development plan.

# **APPENDIX 1:**

# **HOUSING**

# **TRAJECTORY**



## Housing Trajectory

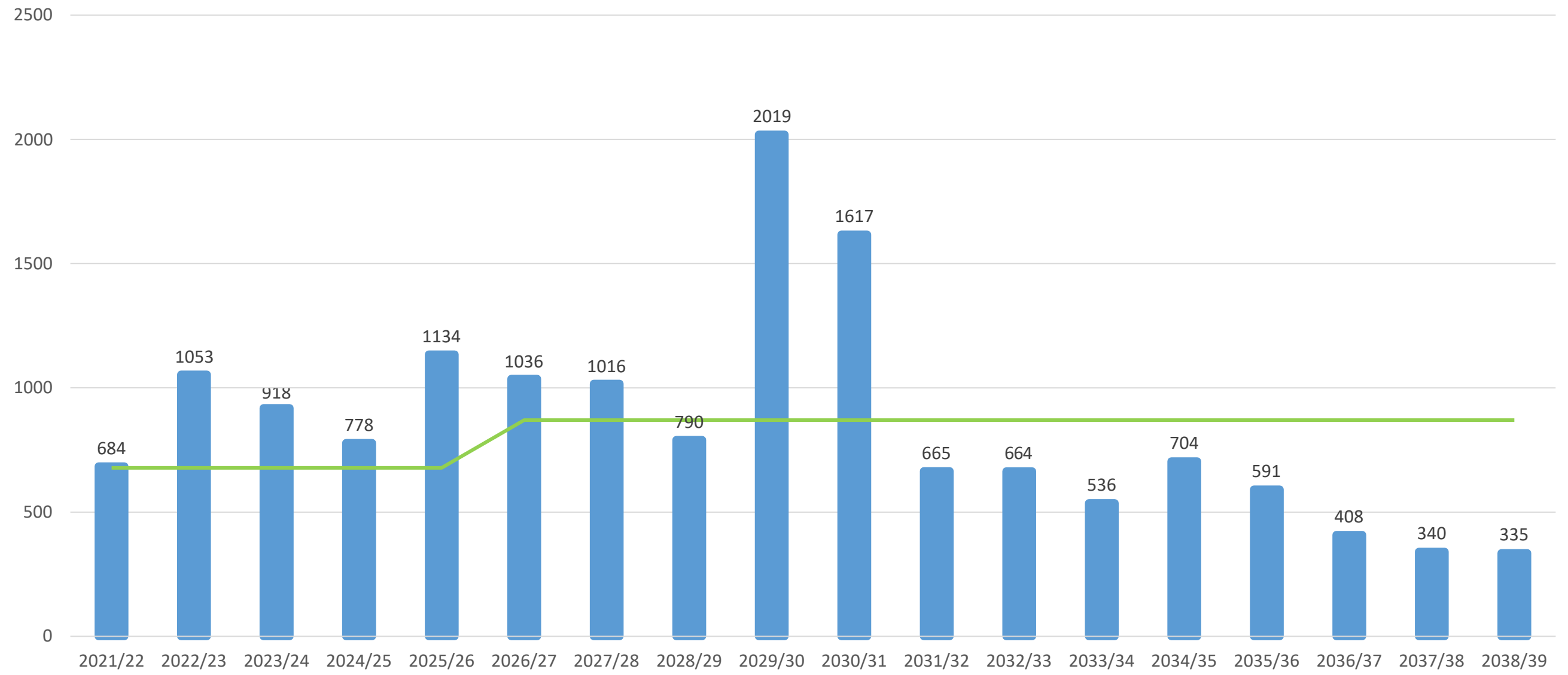
	Years 1-5					Years 6-10					Years 11-15					Years 16-18			PLAN PERIOD TOTALS
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	
<b>Town Centre</b>																			
SHLAA (Sites 0.25Ha and above)	0	152	362	55	255	50	198	132	1028	723	13	87	0	82	145	46	0	0	<b>3328</b>
<b>Inner Warrington</b>																			
SHLAA (Sites 0.25Ha and above)	126	129	137	166	102	48	18	0	208	196	74	55	46	146	35	22	0	0	<b>1508</b>
<b>Wider Urban Area (Suburbs)</b>																			
SHLAA (Sites 0.25Ha and above)	253	461	149	160	131	127	56	55	166	190	105	55	28	12	11	0	0	0	<b>1959</b>
<b>Peel Hall (Committed Site)</b>																			
SHLAA Ref: 1506	0	0	0	0	60	120	120	120	120	120	120	120	120	120	60	0	0	0	<b>1200</b>
<b>Waterfront (Policy MD1)</b>																			
SHLAA Ref: 1541 (Parcel K7)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
SHLAA Ref: 1633 (Parcel K5)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>SEWUE (Policy MD2)</b>																			
Green Belt Release	0	0	0	0	90	180	180	180	180	180	180	180	180	180	180	180	180	180	<b>2430</b>
SHLAA Sites (HE consented)	147	184	142	98	48	48	48	48	24	0	0	0	0	0	0	0	0	0	<b>787</b>
<b>Fiddlers Ferry (Policy MD3)</b>																			
GB Release	0	0	0	0	35	70	70	70	70	70	60	60	60	60	60	60	60	55	<b>860</b>
<b>Thelwall Heys (Policy MD4)</b>																			
Thelwall Heys (GB Release)	0	0	0	28	55	55	55	55	55	7	0	0	0	0	0	0	0	0	<b>310</b>
<b>Settlements (Policies OS1 to OS6)</b>																			
OS1 Croft (GB Release)	0	0	0	17	35	23	0	0	0	0	0	0	0	0	0	0	0	0	<b>75</b>
OS2 Culcheth (GB Release)	0	0	0	27	55	55	55	8	0	0	0	0	0	0	0	0	0	0	<b>200</b>
OS3 Hollins Green (GB Release)	0	0	0	17	35	35	3	0	0	0	0	0	0	0	0	0	0	0	<b>90</b>
OS4 Lymm -Pool Lane/ Warrington Rd (GB Release)	0	0	0	27	55	55	33	0	0	0	0	0	0	0	0	0	0	0	<b>170</b>
OS5 Lymm - Rushgreen Rd (GB Release)	0	0	0	17	35	35	35	14	0	0	0	0	0	0	0	0	0	0	<b>136</b>
OS6 Winwick (GB Release)	0	0	0	17	35	35	35	8	0	0	0	0	0	0	0	0	0	0	<b>130</b>
SHLAA (Sites 0.25Ha and above)	5	5	14	0	4	0	10	0	22	20	13	0	0	4	0	0	0	0	<b>97</b>

<b>Other</b>																				
SHLAA (Sites 0.25Ha and above)	47	22	14	49	4	0	0	0	46	11	0	7	2	0	0	0	0	0	202	
<b>Small Sites Allowance</b>																				
SHLAA (Sites under 0.25Ha)	106	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	1806	
<b>TOTAL (Urban Capacity + GB Release)</b>																			15288	
	684	1053	918	778	1134	1036	1016	790	2019	1617	665	664	536	704	591	408	340	335	15288	
<b>Total (5 Years)</b>	4567					6478					3160					1083				
<b>Average</b>	913					1296					632					361				

<b>GB Release</b>																					
Total (Year)	0	0	0	150	430	543	466	335	305	257	240	240	240	240	240	240	240	235	4401		
<b>Total (5 Years)</b>	580					1906					1200					715					4401

<b>Urban Capacity</b>																					
Total (Year)	684	1053	918	628	704	493	550	455	1714	1360	425	424	296	464	351	168	100	100	10887		
<b>Total (5 Years)</b>	3987					4572					1960					368					10887

### Completions by Year



# **APPENDIX 2:**

# **MONITORING**

# **FRAMEWORK**

## Appendix 2: Monitoring Framework

Policy	Target(s)	Indicator	Which SA objective this policy meets
DEV1	<ul style="list-style-type: none"> <li>Delivery of a minimum of 14,688 new homes between 2021/22 and 2038/39 (average of 816 homes per annum)</li> </ul>	<ul style="list-style-type: none"> <li>Housing completions analysis</li> <li>Strategic Housing Land Assessments (rolling 5,10 and 15 year)</li> </ul>	All
DEV2	<ul style="list-style-type: none"> <li>A mixture of housing type and tenures which responds well to identified need</li> <li>Specifically 20-30% affordable housing on qualifying developments</li> <li>Provision of self-build or custom build plots on all allocated Local Plan housing sites</li> </ul>	<ul style="list-style-type: none"> <li>Housing completions analysis</li> <li>Percentage of affordable homes secured from qualifying developments</li> <li>Number of self-build or custom build plots secured from qualifying developments</li> </ul>	6
DEV3	<ul style="list-style-type: none"> <li>A minimum, between 2021 and 2032 of: <ul style="list-style-type: none"> <li>2 permanent pitches for Gypsies and Travellers</li> <li>5 permanent plots for Travelling showpeople</li> <li>5-10 transit pitches for Gypsies and Travellers</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Strategic Housing Land Availability Assessment (rolling 5,10 and 15 year)</li> <li>Total number of pitches available</li> <li>New pitches and plots approved and provided per annum</li> </ul>	6
DEV4	<ul style="list-style-type: none"> <li>Delivery of a minimum of 168 hectares of employment land (B2, B8 and E Class office uses)</li> <li>No net loss of employment land in defined employment areas</li> </ul>	<ul style="list-style-type: none"> <li>Employment Land completions analysis</li> <li>Hectares of existing employment land lost to none employment uses.</li> <li>Annual increase in jobs from ONS Business Register and Employment Survey (BRES) data</li> </ul>	All
DEV5	<ul style="list-style-type: none"> <li>To ensure vital and viable centres</li> </ul>	<ul style="list-style-type: none"> <li>Town Centre Health Check Indicators advocated in the National Planning Policy Guidance Specifically: <ul style="list-style-type: none"> <li>Diversity of main Town Centre uses</li> <li>Potential capacity for growth or change</li> <li>Proportion of vacant street level</li> <li>Pedestrian Flows</li> <li>Accessibility</li> <li>State of environmental quality</li> </ul> </li> </ul>	1, 3, 4, 9
GB1	<ul style="list-style-type: none"> <li>No net loss of land covered by Green Belt designation to inappropriate development</li> </ul>	<ul style="list-style-type: none"> <li>Hectares of Green Belt land</li> </ul>	10, 12, 16
TC1	<ul style="list-style-type: none"> <li>To ensure a vital and viable Town Centre</li> </ul>	<ul style="list-style-type: none"> <li>Town Centre Health Check Indicators advocated in the National Planning Policy Guidance. Specifically: <ul style="list-style-type: none"> <li>Proportion of vacant properties at street level</li> <li>Commercial yields</li> <li>Retailer representation</li> <li>Pedestrian Flows</li> </ul> </li> </ul>	1, 3, 4, 7, 9, 10, 12, 19
INF1	<ul style="list-style-type: none"> <li>To improve the safety and efficiency of the transport network</li> <li>Improve walking and cycling facilities</li> <li>Improve public transport</li> <li>Improve freight transport</li> </ul>	<ul style="list-style-type: none"> <li>Application monitoring</li> <li>Children travelling to school by sustainable modes</li> <li>Level of cycling within the Borough</li> <li>Local bus passenger journeys</li> <li>Traffic flows on major routes (including HGV movements)</li> <li>Organisation travel plan monitoring</li> </ul>	4, 5, 9, 10

Policy	Target(s)	Indicator	Which SA objective this policy meets
		<ul style="list-style-type: none"> <li>Through IDP updates</li> </ul>	
INF2	<ul style="list-style-type: none"> <li>Route and corridors safeguarded for future potential transport schemes</li> </ul>	<ul style="list-style-type: none"> <li>Application monitoring</li> <li>Delivery of schemes</li> <li>Through IDP updates</li> </ul>	4, 9, 14
INF3	<ul style="list-style-type: none"> <li>Delivery of appropriate utilities and telecommunications infrastructure (including broadband)</li> <li>Protection of existing utility infrastructure from inappropriate development</li> </ul>	<ul style="list-style-type: none"> <li>Application monitoring</li> <li>Through IDP updates</li> </ul>	1, 3, 9
INF4	<ul style="list-style-type: none"> <li>Promote health and wellbeing and reduce health inequalities</li> <li>Redevelop existing hospital or seek to allocate a site for a new hospital</li> </ul>	<ul style="list-style-type: none"> <li>Application monitoring</li> <li>Through IDP updates</li> <li>Joint strategic needs assessment</li> </ul>	5
INF5	<ul style="list-style-type: none"> <li>Provide or contribute towards sufficient and appropriate infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Progress of schemes</li> <li>Town Centre Health Check</li> <li>Through IDP updates</li> </ul>	ALL
DC1	<ul style="list-style-type: none"> <li>Reduce levels of unemployment and environmental deprivation in comparison to a 2015 base</li> <li>Increase number of Neighbourhood Plans across the Borough</li> <li>Appropriate and sustainable development in the countryside and the settlements</li> </ul>	<ul style="list-style-type: none"> <li>Indices of Multiple deprivation</li> <li>Number of Neighbourhood Plans</li> <li>Applications monitoring</li> </ul>	8
DC2	<ul style="list-style-type: none"> <li>Conserve and enhance (where appropriate) the historic environment</li> <li>No net loss of designated assets</li> </ul>	<ul style="list-style-type: none"> <li>Application monitoring</li> <li>Number of entries on Heritage at Risk Register</li> <li>Number of Listed Buildings</li> <li>Number of scheduled monuments</li> <li>Area of Conservation Areas</li> </ul>	11, 12, 19
DC3	<ul style="list-style-type: none"> <li>Work with partners to develop and adopt a strategic approach to the care and management of the Borough's Green Infrastructure.</li> <li>Protect and enhance the Borough's environmental assets.</li> <li>Improve the connectivity of the Borough's Strategic Green Infrastructure Network.</li> </ul>	<ul style="list-style-type: none"> <li>Application monitoring</li> <li>Number of planning approvals with conditions to ensure works to manage/enhance the condition of SSSI/SAC/SPA/Ramsar sites/features of interest/local designations.</li> <li>Amount of new or improved PROW (Km/miles)</li> </ul>	4, 5, 10, 12, 13, 14, 15, 16
DC4	<ul style="list-style-type: none"> <li>To safeguard and enhance the Borough's biodiversity: Net gains in bio-diversity Net gains in ecological network</li> </ul>	<ul style="list-style-type: none"> <li>Application monitoring</li> <li>Increase in biodiversity as a result of planning permissions granted (Defra metric).</li> <li>Quantity and extent of additional land contributing to the ecological network as a result of planning permissions granted (hectares).</li> </ul>	13
DC5	<ul style="list-style-type: none"> <li>Net increase in open space provision</li> </ul>	<ul style="list-style-type: none"> <li>Quantity and extent of new sport, open space and recreational development: <ul style="list-style-type: none"> <li>Area of open space/green infrastructure (by typology) created as a result of new development (hectares)</li> <li>Number of playing pitches created, lost and or replaced (including AGP's) and/or S106 Contributions.</li> </ul> </li> <li>Review of PPS (3 yearly).</li> <li>New major community/sports</li> </ul>	5, 10

Policy	Target(s)	Indicator	Which SA objective this policy meets
		infrastructure projects delivered and/or S106 Contributions.	
DC6	<ul style="list-style-type: none"> <li>High quality design</li> </ul>	<ul style="list-style-type: none"> <li>Assessment of proposals</li> <li>Application monitoring – Number refused on design grounds</li> <li>Application monitoring – Number of applications referred to Places Matters Design Review Panel.</li> </ul>	7, 19
ENV1	<ul style="list-style-type: none"> <li>Promote sustainable waste management</li> <li>Reduce the amount of waste produced in the Borough</li> </ul>	<ul style="list-style-type: none"> <li>Total amount of waste arising <ul style="list-style-type: none"> <li>Percentage landfill</li> <li>Percentage incineration with energy from Waste</li> <li>Percentage incineration without energy from waste</li> <li>Percentage recycled/composted</li> </ul> </li> </ul>	18
ENV2	<ul style="list-style-type: none"> <li>No applications permitted against Environment Agency advice</li> </ul>	<ul style="list-style-type: none"> <li>Application monitoring – Number of applications permitted against Environment Agency advice</li> </ul>	14, 15, 16
ENV3	<ul style="list-style-type: none"> <li>Safeguard the Borough's limited minerals resources.</li> <li>Safeguard the Borough's minerals transportation, handling or processing infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>Application monitoring</li> <li>Number of applications approved contrary to safeguarding policy.</li> </ul>	16, 18
ENV4	<ul style="list-style-type: none"> <li>Production of primary land won sand and gravel within safeguarded areas.</li> <li>Production of primary land won sand and gravel outside safeguarded areas.</li> </ul>	<ul style="list-style-type: none"> <li>Application monitoring</li> <li>Number of applications approved within/outside of safeguarding areas.</li> <li>Capacity of consented sites (tonnes).</li> </ul>	16, 18
ENV5	<ul style="list-style-type: none"> <li>Promotion of energy mineral development.</li> <li>Safeguard the Borough's peat resources</li> </ul>	<ul style="list-style-type: none"> <li>Application monitoring</li> <li>Number of applications permitted for mineral exploration and exploitation.</li> <li>Number of applications approved contrary to peat safeguarding policy.</li> </ul>	16, 18
ENV6	<ul style="list-style-type: none"> <li>Provision of appropriate restoration and aftercare/use schemes.</li> </ul>	<ul style="list-style-type: none"> <li>Application monitoring</li> <li>Number of applications permitted with restoration and aftercare schemes.</li> </ul>	16, 18
ENV7	<ul style="list-style-type: none"> <li>Promote renewable/low carbon energy infrastructure.</li> <li>Promote the minimisation of carbon emissions and the use of renewable/low carbon technologies in new development.</li> </ul>	<ul style="list-style-type: none"> <li>Installed renewable energy capacity through the planning system.</li> <li>Application monitoring.</li> <li>Number of planning approvals with conditions requiring the use of renewable/low carbon technologies.</li> </ul>	16, 17
ENV8	<ul style="list-style-type: none"> <li>No adverse impact on the host environment and amenity</li> </ul>	<ul style="list-style-type: none"> <li>Through the Development Management process – as and when applications submitted</li> <li>Application monitoring</li> </ul>	16,17
MD1	<ul style="list-style-type: none"> <li>To deliver a new urban quarter of around 1,335 new homes (NB No completions currently projected within Plan period).</li> </ul>	<ul style="list-style-type: none"> <li>Housing completions analysis.</li> <li>Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year).</li> </ul>	ALL
MD2	<ul style="list-style-type: none"> <li>To deliver a sustainable urban extension of around 4,200 new homes (2,400 within the Plan period).</li> </ul>	<ul style="list-style-type: none"> <li>Housing completions analysis.</li> <li>Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year).</li> </ul>	ALL

Policy	Target(s)	Indicator	Which SA objective this policy meets
MD3	<ul style="list-style-type: none"> <li>To deliver a sustainable urban extension mixed-use development of around 860 new homes and 101 hectares of employment land.</li> </ul>	<ul style="list-style-type: none"> <li>Housing completions analysis.</li> <li>Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year).</li> <li>Employment land completions analysis.</li> </ul>	ALL
MD4	<ul style="list-style-type: none"> <li>To deliver a sustainable urban extension of around 310 new homes within the Plan period.</li> </ul>	<ul style="list-style-type: none"> <li>Housing completions analysis.</li> <li>Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year).</li> </ul>	ALL
OS1	<ul style="list-style-type: none"> <li>To deliver a high quality residential development of around 75 new homes within the first 10 years of the Plan period.</li> </ul>	<ul style="list-style-type: none"> <li>Housing completions analysis</li> <li>Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year)</li> </ul>	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17, 19
OS2	<ul style="list-style-type: none"> <li>To deliver a high quality residential development of around 200 new homes within the first 10 years of the Plan period.</li> </ul>	<ul style="list-style-type: none"> <li>Housing completions analysis</li> <li>Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year)</li> </ul>	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17, 19
OS3	<ul style="list-style-type: none"> <li>To deliver a high quality residential development of around 90 homes within the first 10 years of the Plan period.</li> </ul>	<ul style="list-style-type: none"> <li>Housing completions analysis</li> <li>Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year)</li> </ul>	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17, 19
OS4	<ul style="list-style-type: none"> <li>To deliver a high quality residential development of around 170 new homes within the first 10 years of the Plan period.</li> </ul>	<ul style="list-style-type: none"> <li>Housing completions analysis</li> <li>Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year)</li> </ul>	1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 13, 15, 17, 19
OS5	<ul style="list-style-type: none"> <li>To deliver a high quality residential development of around 136 new homes and a medical centre within the first 10 years of the Plan period.</li> </ul>	<ul style="list-style-type: none"> <li>Housing completions analysis</li> <li>Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year)</li> <li>Through IDP updates</li> </ul>	1, 2, 3, 4, 5, 6, 8, 9, 10, 13, 15, 17, 19
OS6	<ul style="list-style-type: none"> <li>To deliver a high quality residential development of around 130 homes new homes within the first 10 years of the Plan period.</li> </ul>	<ul style="list-style-type: none"> <li>Housing completions analysis</li> <li>Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year)</li> </ul>	1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 13, 15, 17, 19



# **APPENDIX 3:**

# **SUPERSEDED**

# **POLICIES**

### Appendix 3: List of Superseded Policies

<b>Local Plan Core Strategy (2014) Policy Reference</b>	<b>Proposed Submission Version Local Plan (2021) Policy Reference</b>
Policy CS 1 Overall Spatial Strategy - Delivering Sustainable Development	Vision and Spatial Strategy - Positive Planning for Warrington's Sustainable Future
Policy CS 2 Overall Spatial Strategy - Quantity and Distribution of Development	Policies DEV1 – DEV5
Policy CS 3 Overall Spatial Strategy - Maintaining a 10 Year Forward Supply of Housing Land	Policy DEV1 – Housing Delivery, Policy DEV2 – Meeting Warrington's Housing Needs
Policy CS 4 Overall Spatial Strategy – Transport	Policy INF1 – Sustainable Travel and Transport
Policy CS 5 Overall Spatial Strategy - Green Belt	Policy GB1 – Warrington's Green Belt
Policy CS 6 Overall Spatial Strategy - Strategic Green Links	Policy DC3 – Green Infrastructure Network
Policy CS 7 Strategic Location - The Town Centre	Policy TC1 - Town Centre and Surrounding Area
Policy CS 8 Strategic Proposal - Omega and Lingley Mere	No longer required – developed / committed development
Policy CS 9 Strategic Location - Inner Warrington	Policy DC1 – Warrington's Places
Policy CS 10 Strategic Proposal - Waterfront & Arpley Meadows	Policy MD1 – Waterfront
Policy CS 11 Strategic Opportunity - Port Warrington	Policy not carried forward
Policy PV 1 Development in Existing Employment Areas	Policy DEV4 – Economic Growth and Development
Policy PV 2 Fiddlers Ferry	Policy DEV4 – Economic Growth and Development and Policy MD3 – Fiddlers Ferry

<b>Local Plan Core Strategy (2014) Policy Reference</b>	<b>Proposed Submission Version Local Plan (2021) Policy Reference</b>
Policy PV 3 Strengthening the Borough's Workforce	Policy DEV4 – Economic Growth and Development
Policy PV 4 Retail Development within the Town Centre and Primary Shopping Area	Policy DEV5 – Retail and Leisure Needs
Policy PV 5 Enhancing the Town Centre Economy	Policy TC1 - Town Centre and Surrounding Area, Policy DEV5 - Retail and Leisure Needs
Policy PV 6 Retailing within Employment Premises	Policy DEV5 – Retail and Leisure Needs
Policy PV 7 Promoting the Visitor Economy	Policy DC1 – Warrington’s Places, Policy TC1 – Town Centre and Surrounding Area
Policy SN 1 Distribution and Nature of New Housing	Policy DEV1 – Housing Delivery, Policy DEV2 – Meeting Warrington’s Housing Needs
Policy SN 2 Securing Mixed and Inclusive Neighbourhoods	Policy DEV2 – Meeting Warrington’s Housing Needs
Policy SN 3 Accommodation Needs of Gypsies and Travellers and Travelling Showpeople	Policy DEV3 – Gypsy & Traveller and Travelling Show People Provision
Policy SN 4 Hierarchy of Centres	Policy DEV5 – Retail and Leisure Needs
Policy SN 5 New Retail and Leisure Development Within Defined Centres	Policy DEV5 – Retail and Leisure Needs
Policy SN 6 Sustaining the Local Economy and Services	Policy DEV4 – Economic Growth and Development, Policy INF4 – Community Facilities
Policy SN 7 Enhancing Health and Well-being	Policy INF4 – Community Facilities, Policy DC6 – Quality of Place and Policy ENV8 – Environmental and Amenity Protection.

<b>Local Plan Core Strategy (2014) Policy Reference</b>	<b>Proposed Submission Version Local Plan (2021) Policy Reference</b>
Policy QE 1 Decentralised Energy Networks and Low Carbon Development	Policy ENV7 – Renewable and Local Carbon Energy Development
Policy QE 2 Grid Connected Renewable Energy Infrastructure	Policy ENV7 – Renewable and Low Carbon Energy Development
Policy QE 3 Green Infrastructure	Policy DC3 – Green Infrastructure Network
Policy QE 4 Flood Risk	Policy ENV2 – Flood Risk and Water Management
Policy QE 5 Biodiversity and Geodiversity	Policy DC4 – Ecological Network
Policy QE 6 Environment and Amenity Protection	Policy ENV8 – Environmental and Amenity Protection
Policy QE 7 Ensuring a High Quality Place	Policy DC6 – Quality of Place
Policy QE 8 Historic Environment	Policy DC2 – Historic Environment
Policy MP 1 General Transport Principles	Policy INF1 – Sustainable Travel and Transport
Policy MP 2 Telecommunications	Policy INF3 - Telecommunications & Utilities
Policy MP 3 Active Travel	Policy INF1 – Sustainable Travel and Transport
Policy MP 4 Public Transport	Policy INF1 – Sustainable Travel and Transport
Policy MP 5 Freight Transport	Policy INF1 – Sustainable Travel and Transport
Policy MP 6 Transport Infrastructure	Policy INF1 – Sustainable Travel and Transport
Policy MP 7 Transport Assessments and Travel Plans	Policy INF1 – Sustainable Travel and Transport

<b>Local Plan Core Strategy (2014) Policy Reference</b>	<b>Proposed Submission Version Local Plan (2021) Policy Reference</b>
Policy MP 8 Waste	Policy ENV1 – Waste Management
Policy MP 9 Minerals	Policy ENV3 - Safeguarding of Minerals Resources, ENV4 Primary Extraction of Minerals, ENV5 Energy Minerals, ENV6 Restoration and Aftercare of Mineral and Waste Sites
Policy MP 10 Infrastructure	Policy INF5 – Delivering Infrastructure
Policy TC 1 Key Development Sites in the Town Centre	Policy TC1 – Town Centre and Surrounding Area
Policy TC 2 Small Scale Development in the Town Centre	Policy TC1 – Town Centre and Surrounding Area
Policy IW 1 The A49 Corridor	Policy TC1 - Town Centre and Surrounding Area
Policy IW 2 Victoria Park Area	Policy DC1 – Warrington’s Places
Policy WW 1 Chapelford Urban Village	No longer required - site developed
Policy SW 1 Stockton Heath District Centre	Policy DEV5 – Retail and Leisure Needs
Policy CC 1 Inset and Green Belt Settlements	Policy GB1 – Warrington’s Green Belt
Policy CC 2 Protecting the Countryside	Policy DC1 Warrington’s Places
Policy CC 3 Walton Hall Estate	Policy DC1 – Warrington’s Places

# **APPENDIX 4:**

# **BIODIVERSITY**

# **DESIGNATIONS**

## **Appendix 4: Biodiversity Designations and Green Infrastructure Opportunities**

### **European Sites of International Importance (Special Areas of Conservation)**

Holcroft Moss	Rixton Claypits
Risley Moss	

### **Sites of Special Scientific Interest (SSSI)**

Holcroft Moss	Risley Moss
Rixton Claypits	Woolston Eyes

### **Regionally Important Geological Sites (RIGs)**

Lymm Dam	Lymm - The Dingle
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### **Local Nature Reserves**

Colliers Moss	Risley Moss
Paddington Meadows	Rixton Claypits

### **Local Wildlife Sites**

Appleton Reservoir	Moss Side Farm
Bewsey Tip	Paddington Meadows
Bog Rough	Pestfurlong Moss
Burtonwood Moss	Radley Plantation
Burtonwood Nature Park	Rixton Brickworks (North)
Croft Grasslands	Rixton Brickworks (South)
Dennow Wood	Rixton Moss
Eleven Acre Common	Rows Wood
Gatewarth Landfill Site	Sankey Brook
Gemini Washlands	Sankey Canal Central
Gorse Covert Mounds	Silver Lane Ponds
Grappenhall Heys (Part 1)	St Helens Canal (East)
Grappenhall Heys (Part 2)	St Helens Canal (West)
Heatley Lake	Statham Ox-Bow
Heatley Lake (Pond)	Stockton Heath Rifle Range Quarry
Helsdale Wood & Newhey's Plantation	Stretton Moss
Hitchfield Wood	The Bongs and the Gorse
Houghton Green Pool	The Dingle and Ford's Rough
Ladies Walk Wood	The Twiggeries
Latchford Railway Sidings	Thelwall Meadow
Little and Big Moss Woods (Part 1)	Twenty Acre Wood
Little and Big Moss Woods (Part 2)	Upper Mersey Estuary
Little and Big Moss Woods (Part 3)	Walton Locks
Lymm Dam Complex	Westy Point
Lymm Dingle	Winwick Old Quay
Mary Ann Plantation	Woolston Moss
Moore Nature Reserve	Woolston New Cut Canal
Morton Marsh & Upper Moss Side Fields	

### **Strategic Green Links**

The Mersey Valley (including St. Helens Canal and the River Bollin)	Sankey Valley Park
The Bridgewater Canal	The Transpennine Trail

**Nature Improvement Area (NIA)**

Great Manchester Wetlands



# **APPENDIX 5:**

# **HISTORIC**

# **ASSETS**

**Statutory Listed Buildings**

<b>Name</b>	<b>Address</b>	<b>Grade</b>
CHURCH OF ST OSWALD	CHURCH OF ST OSWALD GOLBORNE ROAD Winwick Warrington	I
CHURCH OF ST WILFRID	CHURCH OF ST WILFRID CHURCH LANE Grappenhall and Thelwall Warrington	I
EASTERN OUTBUILDING TO TOWN HALL	EASTERN OUTBUILDING TO TOWN HALL SANKEY STREET WARRINGTON Non Civil Parish Warrington	I
LYMM CROSS	LYMM CROSS THE CROSS Lymm Warrington	I
SANKEY VIADUCT OVER SANKEY BROOK	SANKEY VIADUCT OVER SANKEY BROOK BRADLEY LANE NEWTON LE WILLOWS Burtonwood and Westbrook Warrington	I
TOWN HALL	TOWN HALL SANKEY STREET WARRINGTON Non Civil Parish Warrington	I
WESTERN OUTBUILDING TO TOWN HALL	WESTERN OUTBUILDING TO TOWN HALL SANKEY STREET WARRINGTON Non Civil Parish Warrington	I
1 (RIGBY'S), 2, AND 3 (FORMER READING ROOM)	1 (RIGBY'S) 2 AND 3 (FORMER READING ROOM) MARKET PLACE WARRINGTON Non Civil Parish Warrington	II
1, 3, 5 AND 7, ARLEY GROVE	1 3 5 AND 7 ARLEY GROVE Lymm Warrington	II
1, FROGHALL LANE, WARRINGTON	1 FROGHALL LANE WARRINGTON Non Civil Parish Warrington	II
1, NEW ROAD	1 NEW ROAD Lymm Warrington	II
10, BRIDGE STREET, WARRINGTON	10 BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
10, EGYPT STREET, WARRINGTON	10 EGYPT STREET WARRINGTON Non Civil Parish Warrington	II
10-16, BEWSEY ROAD, WARRINGTON	10-16 BEWSEY ROAD WARRINGTON Non Civil Parish Warrington	II
103, CINNAMON LANE	103 CINNAMON LANE Poulton-with-Fearnhead Warrington	II
104-128, GREENALLS AVENUE, WARRINGTON	104-128 GREENALL'S AVENUE WARRINGTON Non Civil Parish Warrington	II
11, 13, 15, 17 AND 19, CHURCH ROAD	11 13 15 17 AND 19 CHURCH ROAD Lymm Warrington	II
1-13, PALMYRA SQUARE, 13A-21, PALMYRA SQUARE, WARRINGTON	1-13 PALMYRA SQUARE 13A-21 PALMYRA SQUARE WARRINGTON Non Civil Parish Warrington	II

115 AND 117, BEWSEY ROAD, WARRINGTON	115 AND 117 BEWSEY ROAD WARRINGTON Non Civil Parish Warrington	II
12 AND 14, BRIDGE STREET, WARRINGTON	12 AND 14 BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
12, BOLD STREET, WARRINGTON	12 BOLD STREET WARRINGTON Non Civil Parish Warrington	II
12, MILL BANK	12 MILL BANK Lymm Warrington	II
12,14,16,18 AND 20, LONDON ROAD	12 14 16 18 AND 20 LONDON ROAD Stockton Heath Warrington	II
127, HIGHER LANE	127 HIGHER LANE Lymm Warrington	II
13 AND 15, SUEZ STREET, WARRINGTON	13 AND 15 SUEZ STREET WARRINGTON Non Civil Parish Warrington	II
13, MARKET PLACE, WARRINGTON	13 MARKET PLACE WARRINGTON Non Civil Parish Warrington	II
131 (NOW PART OF RING O' BELLS) AND 133 (CHURCH HOUSE)	131 (NOW PART OF RING O' BELLS) AND 133 (CHURCH HOUSE) 131 AND 133 CHURCH STREET WARRINGTON Non Civil Parish Warrington	II
131 AND 133, CHESTER ROAD	131 AND 133 CHESTER ROAD Walton Warrington	II
135 AND 137, CHURCH STREET, WARRINGTON	135 AND 137 CHURCH STREET WARRINGTON Non Civil Parish Warrington	II
135, CHESTER ROAD	135 CHESTER ROAD Walton Warrington	II
138 AND 138A, CHESTER ROAD	138 AND 138A CHESTER ROAD Walton Warrington	II
140,142,144 AND 146, CHESTER ROAD	140 142 144 AND 146 CHESTER ROAD Walton Warrington	II
16, 18 AND 20, BRIDGE STREET, WARRINGTON	16 18 AND 20 BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
16, BRIDGEWATER STREET	16 BRIDGEWATER STREET Lymm Warrington	II
17, 18, 19, 20 AND 21, MILL BANK	17 18 19 20 AND 21 MILL BANK Lymm Warrington	II
1A AND 3, LYMM BRIDGE	1A AND 3 LYMM BRIDGE Lymm Warrington	II
2 (BANK HOUSE) AND 4 (DIAL HOUSE)	2 (BANK HOUSE) AND 4 (DIAL HOUSE) 2 AND 4 DIAL STREET WARRINGTON Non Civil Parish Warrington	II
2 AND 4, BRIDGE STREET, WARRINGTON	2 AND 4 BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
2 AND 4, LAUREL BANK	2 AND 4 LAUREL BANK Grappenhall and Thelwall Warrington	II

2 AND 4, MEAD ROAD	2 AND 4 MEAD ROAD Poulton-with-Fearnhead Warrington	II
2, WESTFORD ROAD, LOWER WALTON, WARRINGTON	2 WESTFORD ROAD LOWER WALTON WARRINGTON Non Civil Parish Warrington	II
21, BOLD STREET, WARRINGTON	21 BOLD STREET WARRINGTON Non Civil Parish Warrington	II
22-24, BRIDGE STREET, WARRINGTON	22-24 BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
25,27 AND 29, STANLEY STREET, WARRINGTON	25 27 AND 29 STANLEY STREET WARRINGTON Non Civil Parish Warrington	II
25-31, CHURCH STREET, WARRINGTON	25-31 CHURCH STREET WARRINGTON Non Civil Parish Warrington	II
3 AND 5, BEWSEY ROAD, WARRINGTON	3 AND 5 BEWSEY ROAD WARRINGTON Non Civil Parish Warrington	II
3 AND 5, WALTON LEA ROAD	3 AND 5 WALTON LEA ROAD Walton Warrington	II
3 AND 5, WINWICK STREET, WARRINGTON	3 AND 5 WINWICK STREET WARRINGTON Non Civil Parish Warrington	II
3, 5, 7 AND 9, NEW ROAD	3 5 7 AND 9 NEW ROAD Lymm Warrington	II
3, MARTINCROFT GREEN	3 MARTINCROFT GREEN Woolston Warrington	II
3-13, SPRINGFIELD STREET, WARRINGTON	3-13 SPRINGFIELD STREET WARRINGTON Non Civil Parish Warrington	II
33, CHESTER ROAD	33 CHESTER ROAD Walton Warrington	II
383, WILDERSPOOL CAUSEWAY, WARRINGTON	383 WILDERSPOOL CAUSEWAY WARRINGTON Non Civil Parish Warrington	II
39 AND 41 AND 43, BRIDGE STREET, WARRINGTON	39 AND 41 AND 43 BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
3-9, CHINA LANE, WARRINGTON	3-9 CHINA LANE WARRINGTON Non Civil Parish Warrington	II
39-49, BEWSEY ROAD, WARRINGTON	39-49 BEWSEY ROAD WARRINGTON Non Civil Parish Warrington	II
45, BRIDGE STREET, WARRINGTON	45 BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
46 WITH ATTACHED BARN AND COBBLED YARD	46 WITH ATTACHED BARN AND COBBLED YARD 46 MARSH HOUSE LANE WARRINGTON Non Civil Parish Warrington	II

46, 48, 48A AND 50, HORSEMARKET CHAMBERS, HORSEMARKET STREET, WARRINGTON	46 48 48A AND 50 HORSEMARKET CHAMBERS HORSEMARKET STREET WARRINGTON Non Civil Parish Warrington	II
484, KNUTSFORD ROAD, WARRINGTON	484 KNUTSFORD ROAD WARRINGTON Non Civil Parish Warrington	II
5, 7, 9, 11 AND 13, THE GROVE	5 7 9 11 AND 13 THE GROVE Lymm Warrington	II
502, KNUTSFORD ROAD	502 KNUTSFORD ROAD WARRINGTON WA4 1DX WARRINGTON Non Civil Parish Warrington	II
51-61, BEWSEY ROAD, WARRINGTON	51-61 BEWSEY ROAD WARRINGTON Non Civil Parish Warrington	II
55, LONG LANE, WARRINGTON	55 LONG LANE WARRINGTON Non Civil Parish Warrington	II
562-568, KNUTSFORD ROAD, WARRINGTON	562-568 KNUTSFORD ROAD WARRINGTON Non Civil Parish Warrington	II
63-67, BEWSEY ROAD, WARRINGTON	63-67 BEWSEY ROAD WARRINGTON Non Civil Parish Warrington	II
72 -74 Bewsey Street	72 and 74 Bewsey Street Warrington Cheshire WA2 7JE Non Civil Parish Warrington	II
74 AND 76, GREENALLS AVENUE, WARRINGTON	74 AND 76 GREENALL'S AVENUE WARRINGTON Non Civil Parish Warrington	II
76-82, SANKEY STREET, WARRINGTON	76-82 SANKEY STREET WARRINGTON Non Civil Parish Warrington	II
8, BOOTHS LANE	8 BOOTH'S LANE Lymm Warrington	II
8, BRIDGE STREET	8 BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
8, MARKET PLACE, WARRINGTON	8 MARKET PLACE WARRINGTON Non Civil Parish Warrington	II
80, BUTTERMARKET STREET, WARRINGTON	80 BUTTERMARKET STREET WARRINGTON Non Civil Parish Warrington	II
80-100, GREENALLS AVENUE, WARRINGTON	80-100 GREENALL'S AVENUE WARRINGTON Non Civil Parish Warrington	II
82 AND 84, BUTTERMARKET STREET, WARRINGTON	82 AND 84 BUTTERMARKET STREET WARRINGTON Non Civil Parish Warrington	II
86 AND 86A, CHURCH STREET, WARRINGTON	86 AND 86A CHURCH STREET WARRINGTON Non Civil Parish Warrington	II
90, WARRINGTON ROAD	90 WARRINGTON ROAD Lymm Warrington	II

9-11, MARKET PLACE, WARRINGTON	9-11 MARKET PLACE WARRINGTON Non Civil Parish Warrington	II
9-19, BOLD STREET, WARRINGTON	9-19 BOLD STREET WARRINGTON Non Civil Parish Warrington	II
93, BEWSEY STREET, WARRINGTON	93 BEWSEY STREET WARRINGTON Non Civil Parish Warrington	II
95, BUTTERMARKE STREET, WARRINGTON	95 BUTTERMARKE STREET WARRINGTON Non Civil Parish Warrington	II
98 AND 100, WILDERSPOOL CAUSEWAY, WARRINGTON	98 AND 100 WILDERSPOOL CAUSEWAY WARRINGTON Non Civil Parish Warrington	II
ACTON GRANGE BRIDGE (OVER BRIDGEWATER CANAL)	ACTON GRANGE BRIDGE (OVER BRIDGEWATER CANAL) BYE LANE Walton Warrington	II
APPLETON CROSS (BASE)	APPLETON CROSS (BASE) STRETTON ROAD AT JUNCTION WITH CANN LANE Appleton Warrington	II
AQUEDUCT CARRYING THE BRIDGEWATER CANAL OVER CHESTER ROAD (OLD LINE)	AQUEDUCT CARRYING THE BRIDGEWATER CANAL OVER CHESTER ROAD (OLD LINE) CHESTER ROAD (FORMER ROUTE OF) Walton Warrington	II
ARBURY FARMHOUSE	ARBURY FARMHOUSE ARBURY LANE Winwick Warrington	II
BARCLAYS BANK	BARCLAYS BANK 78 AND 80 BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
BARCLAY'S BANK	BARCLAY'S BANK 25 SANKEY STREET WARRINGTON Non Civil Parish Warrington	II
BARLEYCASTLE FARMHOUSE	BARLEYCASTLE FARMHOUSE BARLEYCASTLE LANE Appleton Warrington	II
BARN 15 METRES SOUTH OF WILDERSMOOR HALL FARMHOUSE	BARN 15 METRES SOUTH OF WILDERSMOOR HALL FARMHOUSE HIGHER LANE Lymm Warrington	II
BARN ADJOINING PARKERS FARM	BARN ADJOINING PARKERS FARM DELENTY DRIVE BIRCHWOOD WARRINGTON WA3 6AN Birchwood Warrington	II
BARN AT HOPE FARMHOUSE (TO SOUTH-WEST)	BARN AT HOPE FARMHOUSE (TO SOUTH-WEST) WARRINGTON ROAD RISLEY Croft Warrington	II
BARN TO EAST OF ORFORD GREEN FARMHOUSE	BARN TO EAST OF ORFORD GREEN FARMHOUSE VALE OWEN ROAD WARRINGTON Non Civil Parish Warrington	II

BARN TO NORTH OF WOODHEAD FARMHOUSE	BARN TO NORTH OF WOODHEAD FARMHOUSE PARKSIDE ROAD Winwick Warrington	II
BARN, GRANARY AND SHIPPON 10 METRES SOUTH EAST OF BURFORD LANE FARMHOUSE	BARN GRANARY AND SHIPPON 10 METRES SOUTH EAST OF BURFORD LANE FARMHOUSE BURFORD LANE Lymm Warrington	II
BARONET FARMHOUSE, WITH ATTACHED FARM BUILDINGS AND COBBLED YARD	BARONET FARMHOUSE WITH ATTACHED FARM BUILDINGS AND COBBLED YARD EASTFORD ROAD LOWER WALTON WARRINGTON Non Civil Parish Warrington	II
BARROW FARMHOUSE	BARROW FARMHOUSE KENYON LANE Croft Warrington	II
BEECH COTTAGE BEECH HOUSE	BEECH COTTAGE LYMM ROAD BEECH HOUSE LYMM ROAD THELWALL Grappenhall and Thelwall Warrington	II
BEEHIVE FARMHOUSE	BEEHIVE FARMHOUSE BARLEYCASTLE LANE Appleton Warrington	II
BELLHOUSE FARMHOUSE	BELLHOUSE FARMHOUSE BELLHOUSE LANE GRAPPENHALL Grappenhall and Thelwall Warrington	II
BEWSEY OLD HALL FARMHOUSE	BEWSEY OLD HALL FARMHOUSE BEWSEY Burtonwood and Westbrook Warrington	II
BEWSEY TERRACE	BEWSEY TERRACE 119-125 BEWSEY ROAD WARRINGTON Non Civil Parish Warrington	II
BLUE BELL INN	BLUE BELL INN HORSEMARKET STREET WARRINGTON Non Civil Parish Warrington	II
BOOTH'S FARM FARMHOUSE	BOOTH'S FARM FARMHOUSE BARLEYCASTLE LANE Appleton Warrington	II
BOOTH'S FARM, SHIPPON ON LEFT (NORTH WEST) SIDE OF FARMYARD	BOOTH'S FARM SHIPPON ON LEFT (NORTH WEST) SIDE OF FARMYARD BARLEYCASTLE LANE Appleton Warrington	II
BOROUGH TREASURER'S OFFICE AND BANK HOUSE	BOROUGH TREASURER'S OFFICE AND BANK HOUSE SANKEY STREET WARRINGTON Non Civil Parish Warrington	II
BRADLEGH OLD HALL	BRADLEGH OLD HALL BRADLEY LANE Burtonwood and Westbrook Warrington	II
BRIDGE COTTAGE	BRIDGE COTTAGE 166 LONDON ROAD Appleton Warrington	II
BRIDGE HOUSE	BRIDGE HOUSE 1 AND 2 WALTON HALL PARK Walton Warrington	II

BRIDGE OVER BROOK AND DELL AT HEAD OF LYMM DAM	BRIDGE OVER BROOK AND DELL AT HEAD OF LYMM DAM THE AVENUE Lymm Warrington	II
BRIDGE OVER MOAT TO LYMM HALL AND ADJACENT MOAT WALLS	BRIDGE OVER MOAT TO LYMM HALL AND ADJACENT MOAT WALLS RECTORY LANE Lymm Warrington	II
BRIDGE OVER OUTFALL AND SPILLWAY, LYMM DAM	BRIDGE OVER OUTFALL AND SPILLWAY LYMM DAM CHURCH ROAD Lymm Warrington	II
BRIDGE STORES	BRIDGE STORES 2 BELLHOUSE LANE GRAPPENHALL Grappenhall and Thelwall Warrington	II
BRIDGEWATER CANAL CHURCH LANE BRIDGE	BRIDGEWATER CANAL CHURCH LANE BRIDGE BRIDGEWATER CANAL Grappenhall and Thelwall Warrington	II
BRIDGEWATER CANAL HALFACRE LANE AQUEDUCT	BRIDGEWATER CANAL HALFACRE LANE AQUEDUCT THELWALL Grappenhall and Thelwall Warrington	II
BRIDGEWATER CANAL LUMB BROOK BRIDGE (AN AQUEDUCT, THAT PART IN GRAPPENHALL CIVIL PARISH)	BRIDGEWATER CANAL LUMB BROOK BRIDGE (AN AQUEDUCT THAT PART IN GRAPPENHALL CIVIL PARISH) BRIDGEWATER CANAL Grappenhall and Thelwall Warrington	II
Bridgewater Canal Pickering's Bridge	Grappenhall and Thelwall Warrington	II
BROOK HOUSE	BROOK HOUSE 99 WHITEFIELD ROAD Stockton Heath Warrington	II
BROOKFIELD HOUSE	BROOKFIELD HOUSE 29 CHURCH ROAD Lymm Warrington	II
BROOKFIELD FOURWAYS	FOURWAYS 16 BROOKFIELD ROAD BROOKFIELD 18 BROOKFIELD ROAD Lymm Warrington	II
BROOKHOUSE FARMHOUSE	BROOKHOUSE FARMHOUSE 67 WIGSHAW LANE CULCHETH Culcheth and Glazebury Warrington	II
BROOKSIDE FARMHOUSE	BROOKSIDE FARMHOUSE FARNWORTH ROAD Penketh Warrington	II
BUILDING DATED 1817 (CORNER NAYLOR STREET)	BUILDING DATED 1817 (CORNER NAYLOR STREET) DIAL STREET WARRINGTON Non Civil Parish Warrington	II
BULL'S HEAD PUBLIC HOUSE	BULL'S HEAD PUBLIC HOUSE 33 CHURCH STREET WARRINGTON Non Civil Parish Warrington	II
BURFORD LANE FARMHOUSE	BURFORD LANE FARMHOUSE BURFORD LANE Lymm Warrington	II



BURFORD LANE WAREHOUSE AND HOUSE ATTACHED	BURFORD LANE WAREHOUSE AND HOUSE ATTACHED BURFORD LANE Lymm Warrington	II
CAUSEWAY BRIDGES FARMHOUSE	CAUSEWAY BRIDGES FARMHOUSE ALDER LANE Burtonwood and Westbrook Warrington	II
CHAIGELEY SCHOOL	LYMM ROAD THELWALL Grappenhall and Thelwall Warrington	II
CHESHIRE LINES COMMITTEE WAREHOUSE	CHESHIRE LINES COMMITTEE WAREHOUSE WINWICK STREET WARRINGTON Non Civil Parish Warrington	II
CHRIST CHURCH	CHRIST CHURCH STATION ROAD PADGATE Poulton- with-Fearnhead Warrington	II
CHRIST CHURCH	CHRIST'S CHURCH LADY LANE Croft Warrington	II
CHURCH COTTAGE EAST CHURCH COTTAGE WEST	CHURCH COTTAGE EAST CHURCH LANE CHURCH COTTAGE WEST CHURCH LANE Grappenhall and Thelwall Warrington	II
CHURCH HOUSE FARMHOUSE	CHURCH HOUSE FARMHOUSE GOLBORNE ROAD Winwick Warrington	II
CHURCH OF ALL SAINTS	CHURCH OF ALL SAINTS THELWALL NEW ROAD THELWALL Grappenhall and Thelwall Warrington	II
CHURCH OF OUR LADY OF THE ASSUMPTION	CHURCH OF OUR LADY OF THE ASSUMPTION ST MARY'S STREET WARRINGTON Non Civil Parish Warrington	II
CHURCH OF ST CROSS	CHURCH OF ST CROSS STRETTON ROAD APPLETON THORN Appleton Warrington	II
CHURCH OF ST HELEN	CHURCH OF ST HELEN MANCHESTER ROAD HOLLINFARE Rixton-with-Glazebrook Warrington	II
CHURCH OF ST JAMES	CHURCH OF ST JAMES WILDERSPOOL CAUSEWAY WARRINGTON Non Civil Parish Warrington	II
CHURCH OF ST LEWIS	CHURCH OF ST LEWIS MUSTARD LANE LITTLE TOWN Croft Warrington	II
CHURCH OF ST MARY	CHURCH OF ST MARY LIVERPOOL ROAD Great Sankey Warrington	II
CHURCH OF ST MARY THE VIRGIN	CHURCH OF ST MARY THE VIRGIN CHURCH ROAD Lymm Warrington	II
CHURCH OF ST MATTHEW	CHURCH OF ST MATTHEW STRETTON ROAD Stretton Warrington	II

CHURCH OF ST MICHAEL AND ALL ANGELS	CHURCH OF ST MICHAEL AND ALL ANGELS CHAPEL LANE Burtonwood and Westbrook Warrington	II
CHURCH OF ST PETER	CHURCH OF ST PETER OUGHTRINGTON LANE Lymm Warrington	II
CHURCH OF ST THOMAS	CHURCH OF ST THOMAS LONDON ROAD Stockton Heath Warrington	II
CLAYTON COTTAGE MOSS EDGE COTTAGE	MOSS EDGE COTTAGE WEIR LANE CLAYTON COTTAGE WEIR LANE MARTINSCROFT Woolston Warrington	II
COACH HOUSE AT THE NOOK	COACH HOUSE AT THE NOOK STAGE LANE Lymm Warrington	II
COBBLES AT ENTRANCE TO ST ELPHIN'S, AND PAVEMENT	COBBLES AT ENTRANCE TO ST ELPHIN'S AND PAVEMENT CHURCH STREET WARRINGTON Non Civil Parish Warrington	II
COLLINS GREEN FARMHOUSE	COLLINS GREEN FARMHOUSE 3 PENKFORD LANE COLLINS GREEN Burtonwood and Westbrook Warrington	II
COUNTY COURT	COUNTY COURT PALMYRA SQUARE WARRINGTON Non Civil Parish Warrington	II
CROSS COTTAGES	CROSS COTTAGES PEPPER STREET Appleton Warrington	II
CROSS KEYS PUBLIC HOUSE	CROSS KEYS PUBLIC HOUSE BUTTERMARKE STREET WARRINGTON Non Civil Parish Warrington	II
DAINTITHS FARMHOUSE INCLUDING FORMER DAIRY WING	DAINTITHS FARMHOUSE INCLUDING FORMER DAIRY WING PARK LANE Appleton Warrington	II
EAVES BROW FARMHOUSE	EAVES BROW FARMHOUSE SPRING LANE Croft Warrington	II
EDUCATION OFFICE	EDUCATION OFFICE 84 SANKEY STREET WARRINGTON Non Civil Parish Warrington	II
FARM COTTAGES	FARM COTTAGES 1 2 3 VALE OWEN ROAD WARRINGTON Non Civil Parish Warrington	II
FEARNHEAD HOUSE	FEARNHEAD HOUSE CINNAMON LANE Poulton-with-Fearnhead Warrington	II
FIRTREE HOUSE	FIRTREE HOUSE TARPORLEY ROAD Stretton Warrington	II
FORMER BARN AT STRETTON HOUSE	FORMER BARN AT STRETTON HOUSE NORTHWICH ROAD Stretton Warrington	II
FORMER CANAL WAREHOUSE	FORMER CANAL WAREHOUSE BIRCHDALE ROAD Appleton Warrington	II

Former Fish Market	Old Market Place Warrington WARRINGTON Non Civil Parish Warrington	II
FORMER NATIONAL SCHOOL (NOW CAMPING EQUIPMENT SHOWROOM)	FORMER NATIONAL SCHOOL (NOW CAMPING EQUIPMENT SHOWROOM) CHURCH STREET WARRINGTON Non Civil Parish Warrington	II
FORMER THRESHING BARN, CARTSHED, AND STABLES 15 METRES SOUTH OF HOME FARM	FORMER THRESHING BARN CARTSHED AND STABLES 15 METRES SOUTH OF HOME FARM STOCKPORT ROAD THELWALL Grappenhall and Thelwall Warrington	II
FOUNTAIN IN WESTERN PART OF GARDENS	FOUNTAIN IN WESTERN PART OF GARDENS PALMYRA SQUARE WARRINGTON Non Civil Parish Warrington	II
Friends Meeting House, Warrington	1b Academy Place Warrington WA1 2NR Non Civil Parish Warrington	II
GATES, GATEPIERS AND SCREENS AT WALTON HALL LODGE (NOW LODGE TO CREMATORIUM)	GATES GATEPIERS AND SCREENS AT WALTON HALL LODGE (NOW LODGE TO CREMATORIUM) CHESTER ROAD Walton Warrington	II
GATEWAY TO CHURCH OF ST ELPHIN	GATEWAY TO CHURCH OF ST ELPHIN CHURCH STREET WARRINGTON Non Civil Parish Warrington	II
GENERAL POST OFFICE	GENERAL POST OFFICE SPRINGFIELD STREET WARRINGTON Non Civil Parish Warrington	II
GENERAL WOLFE PUBLIC HOUSE	GENERAL WOLFE PUBLIC HOUSE CHURCH STREET WARRINGTON Non Civil Parish Warrington	II
GLAZEBROOK STATION, INCLUDING STATION HOUSE AND NORTH PLATFORM BUILDING	GLAZEBROOK STATION INCLUDING STATION HOUSE AND NORTH PLATFORM BUILDING GLAZEBROOK LANE Rixton-with-Glazebrook Warrington	II
GRAPPENHALL RECTORY	GRAPPENHALL RECTORY CHURCH LANE Grappenhall and Thelwall Warrington	II
GREEN LANE FARMHOUSE	GREEN LANE FARMHOUSE GREEN LANE Appleton Warrington	II
GREENALL WHITLEY'S WILDERSPOOL BREWERY (BLOCK AT CORNER OF GREENALL'S AVENUE)	GREENALL WHITLEY'S WILDERSPOOL BREWERY (BLOCK AT CORNER OF GREENALL'S AVENUE) WILDERSPOOL CAUSEWAY WARRINGTON Non Civil Parish Warrington	II
GREENBANK	GREENBANK CANAL SIDE GREENBANK CHURCH LANE BRIDGEWATER CANAL Grappenhall and Thelwall Warrington	II

HATTON ARMS K6 TELEPHONE KIOSK	HATTON ARMS K6 TELEPHONE KIOSK HATTON LANE HATTON Hatton Warrington	II
Hatton Hall	Hatton Hall Warrington Road Hatton Warrington	II
HEALTH OFFICE	HEALTH OFFICE 86 SANKEY STREET WARRINGTON Non Civil Parish Warrington	II
HOLLY HOUSE	HOLLY HOUSE 73 SANKEY STREET WARRINGTON Non Civil Parish Warrington	II
HOLLY LODGE	HOLLY LODGE 10 FROGHALL LANE WARRINGTON Non Civil Parish Warrington	II
HOME FARMHOUSE	HOME FARMHOUSE STOCKPORT ROAD THELWALL Grappenhall and Thelwall Warrington	II
HOPE FARMHOUSE	HOPE FARMHOUSE 609 WARRINGTON ROAD RISLEY Croft Warrington	II
HOUGHS BRIDGE	HOUGHS BRIDGE HOUGH'S LANE Walton Warrington	II
HOWLEY FOOTBRIDGE	HOWLEY FOOTBRIDGE Parr Street Non Civil Parish Warrington	II
ICEHOUSE IN YARD AT REAR OF WILDERSMOOR	ICEHOUSE IN YARD AT REAR OF WILDERSMOOR HIGHER LANE Lymm Warrington	II
IVY COTTAGE	IVY COTTAGE FERRY LANE THELWALL Grappenhall and Thelwall Warrington	II
IVY HOUSE	IVY HOUSE DELPH LANE HOUGHTON GREEN Winwick Warrington	II
K4 TELEPHONE KIOSK	K4 TELEPHONE KIOSK BRIDGE FOOT BRIDGE FOOT WARRINGTON Non Civil Parish Warrington	II
K6 TELEPHONE KIOSK OUTSIDE THELWALL POST OFFICE	K6 TELEPHONE KIOSK OUTSIDE THELWALL POST OFFICE THELWALL Grappenhall and Thelwall Warrington	II
KENYON HALL	KENYON HALL BROSELEY LANE TWISS GREEN Culcheth and Glazebury Warrington	II
KING'S HEAD PUBLIC HOUSE	KING'S HEAD PUBLIC HOUSE WINWICK STREET WARRINGTON Non Civil Parish Warrington	II
L SHAPED BARN AT PENKETH HALL	L SHAPED BARN AT PENKETH HALL HALL NOOK Penketh Warrington	II

LAUREL COTTAGE AND ATTACHED UNOCCUPIED COTTAGE	LAUREL COTTAGE AND ATTACHED UNOCCUPIED COTTAGE PEPPER STREET Appleton Warrington	II
LODGE TO KENYON HALL AND ADJACENT GATE PIERS	LODGE TO KENYON HALL AND ADJACENT GATE PIERS BROSELEY LANE TWISS GREEN Culcheth and Glazebury Warrington	II
LODGE TO LYMM GRAMMAR SCHOOL	LODGE TO LYMM GRAMMAR SCHOOL OUGHTRINGTON LANE Lymm Warrington	II
LOWER ALDER ROOT FARMHOUSE	LOWER ALDER ROOT FARMHOUSE HOLLINS LANE Winwick Warrington	II
LUMB BROOK BRIDGE (AN AQUEDUCT)	LUMB BROOK BRIDGE (AN AQUEDUCT) LUMB BROOK ROAD Stockton Heath Warrington	II
LYCHGATE TO CHURCH OF ST JOHN THE EVANGELIST	LYCHGATE TO CHURCH OF ST JOHN THE EVANGELIST CHESTER ROAD Walton Warrington	II
Lymm War Memorial	Churchyard of St Mary the Virgin Church Road Lymm Warrington WA13 0AP Lymm Warrington	II
LYMM WATER TOWER	LYMM WATER TOWER TOWER LANE Lymm Warrington	II
MARQUIS OF GRANBY PUBLIC HOUSE AND SYKES SHOE REPAIRS	MARQUIS OF GRANBY PUBLIC HOUSE AND SYKES SHOE REPAIRS CHURCH STREET WARRINGTON Non Civil Parish Warrington	II
MEMORIAL TO SOUTH LANCASHIRE REGIMENT IN QUEEN'S GARDENS	MEMORIAL TO SOUTH LANCASHIRE REGIMENT IN QUEEN'S GARDENS PALMYRA SQUARE WARRINGTON Non Civil Parish Warrington	II
MIDLAND BANK	MIDLAND BANK 11 AND 13 BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
MILEPOST AT NGR 6586 8741	MILEPOST AT NGR 6586 8741 STOCKPORT ROAD THELWALL Grappenhall and Thelwall Warrington	II
MILEPOST AT NGR 6721 8709	MILEPOST AT NGR 6721 8709 BOOTH'S HILL ROAD Lymm Warrington	II
MILESTONE	MILESTONE LIVERPOOL ROAD Great Sankey Warrington	II
MILESTONE	MILESTONE NEWTON ROAD Winwick Warrington	II
MILESTONE	MILESTONE VICTORIA SQUARE Stockton Heath Warrington	II
MILESTONE	MILESTONE NEWCHURCH LANE Culcheth and Glazebury Warrington	II

MILESTONE	MILESTONE WARRINGTON ROAD OPPOSITE ROWE FARM Croft Warrington	II
MILESTONE	MILESTONE WARRINGTON ROAD Culcheth and Glazebury Warrington	II
MILESTONE	MILESTONE A49 Appleton Warrington	II
MILESTONE	MILESTONE LIVERPOOL ROAD Great Sankey Warrington	II
MILESTONE	MILESTONE WARRINGTON ROAD Penketh Warrington	II
MILESTONE	MILESTONE MANCHESTER ROAD Rixton-with-Glazebrook Warrington	II
MILESTONE	MILESTONE MANCHESTER ROAD Rixton-with-Glazebrook Warrington	II
MILESTONE	MILESTONE MANCHESTER ROAD HOLLINS GREEN Rixton-with-Glazebrook Warrington	II
MILESTONE	MILESTONE LONDON ROAD A49 SWING BRIDGE Stockton Heath Warrington	II
MILESTONE	MILESTONE LONDON ROAD Stretton Warrington	II
MILESTONE	MILESTONE GOLBORNE ROAD Winwick Warrington	II
MILESTONE	MILESTONE WINWICK ROAD A49 Winwick Warrington	II
MILESTONE	MILESTONE MANCHESTER ROAD Woolston Warrington	II
MILESTONE OUTSIDE 90 FEARNHEAD LANE	MILESTONE OUTSIDE 90 FEARNHEAD LANE FEARNHEAD LANE Poulton-with-Fearnhead Warrington	II
Monks Siding Signal Box	Non Civil Parish Warrington	II
MOORE LANE BRIDGE (OVER MANCHESTER SHIP CANAL)	MOORE LANE BRIDGE (OVER MANCHESTER SHIP CANAL) LAPWING LANE Penketh Warrington	II
MULBERRY TREE HOTEL	MULBERRY TREE HOTEL VICTORIA SQUARE Stockton Heath Warrington	II
MUSEUM AND ART GALLERY	MUSEUM AND ART GALLERY BOLD STREET WARRINGTON Non Civil Parish Warrington	II
MYDDLETON HALL FARMHOUSE	MYDDLETON HALL FARMHOUSE DELPH LANE HOUGHTON GREEN Winwick Warrington	II
NATIONAL WESTMINSTER BANK	NATIONAL WESTMINSTER BANK 23 SANKEY STREET WARRINGTON Non Civil Parish Warrington	II

NATIONAL WESTMINSTER BANK	NATIONAL WESTMINSTER BANK 7 WINWICK STREET WARRINGTON Non Civil Parish Warrington	II
NEWCHURCH OLD REFECTORY	NEWCHURCH OLD REFECTORY WARRINGTON ROAD Croft Warrington	II
NO 6 (IVY LODGE) AND NO 8 (LABURNUM VILLA)	NO 6 (IVY LODGE) AND NO 8 (LABURNUM VILLA) 6 AND 8 FROGHALL LANE WARRINGTON Non Civil Parish Warrington	II
NUMBER 1 WITH ATTACHED SCREEN WALL, STEPS AND RAILINGS	NUMBER 1 WITH ATTACHED SCREEN WALL STEPS AND RAILINGS LYMM BRIDGE Lymm Warrington	II
NUMBER 134 (ATTACHED DWELLING) AND RAILING TO FORECORT VILLAGE HALL	VILLAGE HALL CHESTER ROAD NUMBER 134 (ATTACHED DWELLING) AND RAILING TO FORECORT 134 CHESTER ROAD Walton Warrington	II
OBELISK	OBELISK HIGH WARREN Appleton Warrington	II
OFFICES OF WILLIAMS, TARR AND CO LTD	OFFICES OF WILLIAMS TARR AND CO LTD LILFORD STREET WARRINGTON Non Civil Parish Warrington	II
OLD HALL FARMHOUSE	OLD HALL FARMHOUSE LYMM ROAD THELWALL Grappenhall and Thelwall Warrington	II
OLD VILLAGE FARM, FORMER BARN AND ATTACHED SHIPPON	OLD VILLAGE FARM FORMER BARN AND ATTACHED SHIPPON FERRY LANE THELWALL Grappenhall and Thelwall Warrington	II
ORFORD GREEN FARMHOUSE	ORFORD GREEN FARMHOUSE VALE OWEN ROAD WARRINGTON Non Civil Parish Warrington	II
ORFORD HOUSE AND ENTRANCE GATES AND GATE PIERS	ORFORD HOUSE AND ENTRANCE GATES AND GATE PIERS 16 SCHOOL ROAD ORFORD WARRINGTON Non Civil Parish Warrington	II
PADDINGTON GRANGE	PADDINGTON GRANGE 447 MANCHESTER ROAD PADDINGTON Poulton-with-Fearnhead Warrington	II
PAIR OF GATEPIERS TO YARD OF RECTORY	PAIR OF GATEPIERS TO YARD OF RECTORY CHURCH LANE Grappenhall and Thelwall Warrington	II
PAIR OF K6 TELEPHONE KIOSKS	PAIR OF K6 TELEPHONE KIOSKS SANKEY STREET WARRINGTON Non Civil Parish Warrington	II
Parish Boundary Stone, Broseley Lane	Broseley Lane Culcheth Warrington WA3 4BG Culcheth and Glazebury Warrington	II

PARKERS FARM	PARKERS FARM DELENTY DRIVE BIRCHWOOD WARRINGTON WA3 6AN Birchwood Warrington	II
PARR HALL	PARR HALL PALMYRA SQUARE WARRINGTON Non Civil Parish Warrington	II
PENKETH HALL	PENKETH HALL HALL NOOK Penketh Warrington	II
PICKERING ARMS INN	PICKERING ARMS INN THE VILLAGE THELWALL Grappenhall and Thelwall Warrington	II
Pickett-Hamilton Fort	Burtonwood and Westbrook Warrington	II
PIGEON HOUSE BEHIND DANE BANK HOUSE	PIGEON HOUSE BEHIND DANE BANK HOUSE MILL BANK Lymm Warrington	II
POLICE STATION	POLICE STATION VICTORIA SQUARE Stockton Heath Warrington	II
POLICE STATION AND COURTS	POLICE STATION AND COURTS ARPLEY STREET WARRINGTON Non Civil Parish Warrington	II
PORTION OF LYMM GRAMMAR SCHOOL WHICH FORMERLY COMPRISED OUGHTRINGTON HALL	PORTION OF LYMM GRAMMAR SCHOOL WHICH FORMERLY COMPRISED OUGHTRINGTON HALL OUGHTRINGTON LANE Lymm Warrington	II
POST OFFICE	POST OFFICE 101A AND 101B SANKEY STREET WARRINGTON Non Civil Parish Warrington	II
PREMISES OF GORDAN SHEDS	PREMISES OF GORDAN SHEDS WINWICK QUAY Winwick Warrington	II
PREMISES OF W A BOULTING LTD	PREMISES OF W A BOULTING LTD WINWICK STREET WARRINGTON Non Civil Parish Warrington	II
REDLANE BRIDGE	REDLANE BRIDGE RED LANE Appleton Warrington	II
RETAINING WALL, BALUSTRADES AND STEPS BETWEEN LAWNS EAST OF WALTON HALL	RETAINING WALL BALUSTRADES AND STEPS BETWEEN LAWNS EAST OF WALTON HALL WALTON HALL PARK Walton Warrington	II
RING O' BELLS PUBLIC HOUSE	RING O' BELLS PUBLIC HOUSE CHURCH STREET WARRINGTON Non Civil Parish Warrington	II
RIVINGTON COTTAGE	RIVINGTON COTTAGE HIGHER LANE Lymm Warrington	II
RIXTON OLD HALL	RIXTON OLD HALL MANCHESTER ROAD RIXTON Rixton-with-Glazebrook Warrington	II



ROMAN CATHOLIC CHURCH AT WINWICK PSYCHIATRIC HOSPITAL	ROMAN CATHOLIC CHURCH AT WINWICK PSYCHIATRIC HOSPITAL HOLLINS LANE Winwick Warrington	II
ROMAN CATHOLIC CHURCH OF ST ALBAN	ROMAN CATHOLIC CHURCH OF ST ALBAN BEWSEY ROAD WARRINGTON Non Civil Parish Warrington	II
ROMAN CATHOLIC CHURCH OF ST MARY	ROMAN CATHOLIC CHURCH OF ST MARY BUTTERMARKET STREET WARRINGTON Non Civil Parish Warrington	II
ROMAN CATHOLIC CHURCH OF THE SACRED HEART	ROMAN CATHOLIC CHURCH OF THE SACRED HEART LIVERPOOL ROAD WARRINGTON Non Civil Parish Warrington	II
ROYAL OAK PUBLIC HOUSE AND NOS 109 TO 113	ROYAL OAK PUBLIC HOUSE AND NOS 109 TO 113 BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
SANKEY RAILWAY STATION	SANKEY RAILWAY STATION STATION ROAD Great Sankey Warrington	II
SARACEN'S HEAD PUBLIC HOUSE, AND STABLES AT REAR TO THE NORTH-EAST	SARACEN'S HEAD PUBLIC HOUSE AND STABLES AT REAR TO THE NORTH-EAST WILDERSPOOL CAUSEWAY WARRINGTON Non Civil Parish Warrington	II
SCHOOL FARM FARMHOUSE	SCHOOL FARM FARMHOUSE STRETTON ROAD Appleton Warrington	II
SOUTH BARN AT HURST HALL	SOUTH BARN AT HURST HALL HURST LANE GLAZEBURY Culcheth and Glazebury Warrington	II
SPEAKMAN HOUSE	SPEAKMAN HOUSE 357 WARRINGTON ROAD Culcheth and Glazebury Warrington	II
SPRINGFIELD FARMHOUSE	SPRINGFIELD FARMHOUSE SPRING LANE Croft Warrington	II
ST ALBANS ROMAN CATHOLIC PRESBYTERY	ST ALBANS ROMAN CATHOLIC PRESBYTERY BEWSEY ROAD WARRINGTON Non Civil Parish Warrington	II
ST ALBANS YOUTH CENTRE	ST ALBANS YOUTH CENTRE BEWSEY ROAD WARRINGTON Non Civil Parish Warrington	II
ST LEWIS PRESBYTERY	ST LEWIS PRESBYTERY MUSTARD LANE LITTLE TOWN Croft Warrington	II
ST OSWALDS WELL IN FIELD TO SOUTH OF WOODHEAD FARMHOUSE	ST OSWALDS WELL IN FIELD TO SOUTH OF WOODHEAD FARMHOUSE PARKSIDE ROAD Winwick Warrington	II
ST THOMAS VICARAGE	ST THOMAS VICARAGE WALTON NEW ROAD Stockton Heath Warrington	II

STABLE AND CARTSHED BUILDING 20 METRES SOUTH OF BURFORD LANE FARMHOUSE	STABLE AND CARTSHED BUILDING 20 METRES SOUTH OF BURFORD LANE FARMHOUSE BURFORD LANE Lymm Warrington	II
STABLE AT WALLSPIT	STABLE AT WALLSPIT TARPORLEY ROAD Stretton Warrington	II
STABLES TO PADDINGTON GRANGE (TO EAST)	STABLES TO PADDINGTON GRANGE (TO EAST) MANCHESTER ROAD PADDINGTON Poulton-with-Fearnhead Warrington	II
STATHAM LODGE	STATHAM LODGE WARRINGTON ROAD Lymm Warrington	II
STATUE OF OLIVER CROMWELL	STATUE OF OLIVER CROMWELL BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
STOCKS AT ENTRANCE TO ST WILFRED'S CHURCHYARD	STOCKS AT ENTRANCE TO ST WILFRED'S CHURCHYARD CHURCH LANE Grappenhall and Thelwall Warrington	II
STOCKS AT LYMM CROSS	STOCKS AT LYMM CROSS THE CROSS Lymm Warrington	II
STRETTON HALL	STRETTON HALL HALL LANE Stretton Warrington	II
STRETTON HOUSE	STRETTON HOUSE NORTHWICH ROAD Stretton Warrington	II
SUNDIAL IN ST WILFRED'S CHURCHYARD (4 METRES SOUTH OF CHURCH PORCH)	SUNDIAL IN ST WILFRED'S CHURCHYARD (4 METRES SOUTH OF CHURCH PORCH) CHURCH LANE Grappenhall and Thelwall Warrington	II
SUNDIAL SOUTH EAST OF PORCH, ST MARY'S CHURCHYARD	SUNDIAL SOUTH EAST OF PORCH ST MARY'S CHURCHYARD LIVERPOOL ROAD Great Sankey Warrington	II
TANYARD FARMHOUSE	TANYARD FARMHOUSE 88 RUSHGREEN ROAD Lymm Warrington	II
TANYARD HOUSE	TANYARD HOUSE WELL LANE Stretton Warrington	II
TECHNICAL SCHOOL	TECHNICAL SCHOOL PALMYRA SQUARE WARRINGTON Non Civil Parish Warrington	II
TELEPHONE KIOSKS AT EAST END OF CHURCH OF THE HOLY TRINITY	TELEPHONE KIOSKS AT EAST END OF CHURCH OF THE HOLY TRINITY MARKET GATE WARRINGTON Non Civil Parish Warrington	II
THE ALBION PUBLIC HOUSE	THE ALBION PUBLIC HOUSE BATTERSBY LANE WARRINGTON Non Civil Parish Warrington	II

THE BLACK HORSE PUBLIC HOUSE	THE BLACK HORSE PUBLIC HOUSE LIVERPOOL ROAD WARRINGTON Non Civil Parish Warrington	II
THE BRIDGEWATER CANAL BARSBANK LANE AQUEDUCT	THE BRIDGEWATER CANAL BARSBANK LANE AQUEDUCT BRIDGEWATER CANAL Lymm Warrington	II
THE BRIDGEWATER CANAL BRIDGEWATER STREET AQUEDUCT	THE BRIDGEWATER CANAL BRIDGEWATER STREET AQUEDUCT BRIDGEWATER CANAL Lymm Warrington	II
THE BRIDGEWATER CANAL BURFORD LANE AQUEDUCT	THE BRIDGEWATER CANAL BURFORD LANE AQUEDUCT BRIDGEWATER CANAL Lymm Warrington	II
THE BRIDGEWATER CANAL GRANTHAM'S BRIDGE	THE BRIDGEWATER CANAL GRANTHAM'S BRIDGE STAGE LANE BRIDGEWATER CANAL Lymm Warrington	II
THE BRIDGEWATER CANAL LLOYD BRIDGE	THE BRIDGEWATER CANAL LLOYD BRIDGE BRIDGEWATER CANAL Lymm Warrington	II
THE BRIDGEWATER CANAL, CASE TO WATERPOINT ON SOUTH BANK OF CANAL, 15 METRES WEST OF AGDEN BRIDGE	THE BRIDGEWATER CANAL CASE TO WATERPOINT ON SOUTH BANK OF CANAL 15 METRES WEST OF AGDEN BRIDGE Lymm Warrington	II
THE BRIDGEWATER CANAL, COVERED CANAL DOCK (NORTH OF HENRY STREET)	THE BRIDGEWATER CANAL COVERED CANAL DOCK (NORTH OF HENRY STREET) BRIDGEWATER CANAL Lymm Warrington	II
THE CHESHIRE CHEESE PUBLIC HOUSE	THE CHESHIRE CHEESE PUBLIC HOUSE 654 KNUTSFORD ROAD WARRINGTON Non Civil Parish Warrington	II
THE CHURCH OF ALL SAINTS	THE CHURCH OF ALL SAINTS WARRINGTON ROAD GLAZEBURY Culcheth and Glazebury Warrington	II
THE CHURCH OF ST PETER	THE CHURCH OF ST PETER WEIR LANE MARTINSCROFT Woolston Warrington	II
THE CLOSE	THE CLOSE CINNAMON LANE Poulton-with-Fearnhead Warrington	II
THE COTTAGE (NORTH OF JUNCTION WITH LUMBBROOK ROAD)	THE COTTAGE (NORTH OF JUNCTION WITH LUMBBROOK ROAD) GRAPPENHALL ROAD Stockton Heath Warrington	II
THE FARMHOUSE AT GREAT SHEPCROFT FARM	THE FARMHOUSE AT GREAT SHEPCROFT FARM SHEPCROFT LANE Appleton Warrington	II
THE FEATHERS PUBLIC HOUSE	THE FEATHERS PUBLIC HOUSE 94 BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II

THE HALL, WITH GATES AND FORECOURT WALLS	THE HALL WITH GATES AND FORECOURT WALLS CHURCH LANE Grappenhall and Thelwall Warrington	II
THE HATTON ARMS	THE HATTON ARMS WARRINGTON ROAD Hatton Warrington	II
THE LION HOTEL	THE LION HOTEL BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
THE MANOR HOUSE	THE MANOR HOUSE MILL LANE Lymm Warrington	II
THE MANOR HOUSE	THE MANOR HOUSE GOLBORNE ROAD Winwick Warrington	II
THE MOAT HOUSE, INCLUDING THE COTTAGE AT LYMM HALL	THE MOAT HOUSE INCLUDING THE COTTAGE AT LYMM HALL RECTORY LANE Lymm Warrington	II
THE NOOK AND PUMP AND TROUGH IN THE GROUNDS	THE NOOK AND PUMP AND TROUGH IN THE GROUNDS STAGE LANE OUGHTRINGTON Lymm Warrington	II
THE OLD ACADEMY	THE OLD ACADEMY BRIDGE STREET WARRINGTON Non Civil Parish Warrington	II
THE OLD WARPS, IN VICTORIA PARK	THE OLD WARPS IN VICTORIA PARK KNUTSFORD ROAD WARRINGTON Non Civil Parish Warrington	II
THE ORFORD HOTEL AND ATTACHED RANGE OF OUTBUILDINGS AND BOUNDARY WALL	THE ORFORD HOTEL AND ATTACHED RANGE OF OUTBUILDINGS AND BOUNDARY WALL GORSEY LANE WARRINGTON Non Civil Parish Warrington	II
The Polygons, including terraces, encircling path, reflecting pool and eastern boundary wall	9c Dane Bank Road Lymm Cheshire WA13 9DQ Lymm Warrington	II
THE RED LION INN	THE RED LION INN LONDON ROAD Stockton Heath Warrington	II
THE WHEATSHEAF	THE WHEATSHEAF 2 ORFORD LANE WARRINGTON Non Civil Parish Warrington	II
THEATRE TAVERN	THEATRE TAVERN 1 WINWICK STREET WARRINGTON Non Civil Parish Warrington	II
THELWALL HEYS	THELWALL HEYS CLIFF LANE Grappenhall and Thelwall Warrington	II
THELWALL OLD HALL	THELWALL OLD HALL FERRY LANE THELWALL Grappenhall and Thelwall Warrington	II

THELWALL WAR MEMORIAL	THELWALL WAR MEMORIAL BELL LANE Grappenhall and Thelwall Warrington	II
THOMASONS BRIDGE OVER BRIDGEWATER CANAL	THOMASONS BRIDGE OVER BRIDGEWATER CANAL RUNCORN ROAD Walton Warrington	II
THREE PIGEONS PUBLIC HOUSE	THREE PIGEONS PUBLIC HOUSE DALLAM LANE WARRINGTON Non Civil Parish Warrington	II
THRESHING BARN AT DAINTITHS FARM	THRESHING BARN AT DAINTITHS FARM PARK LANE Appleton Warrington	II
Travellers' Rest stone at Grappenhall	In the south verge to Chester Road and adjacent to the Bridgewater Canal opposite Barrymore Road Grappenhall Warrington WA4 2PZ Grappenhall and Thelwall Warrington	II
Travellers' Rest stone at Great Sankey	2 Clarence Avenue Great Sankey Warrington WA5 3LZ Great Sankey Warrington	II
Travellers' Rest stone at Lymm petrol filling station	39 Higher Lane Lymm WA13 0BA Lymm Warrington	II
Travellers' Rest stone at Red Bank	On the south side of the junction of Hermitage Green Lane with Newton Road A49 Winwick Warrington WA2 8SJ Winwick Warrington	II
Travellers' Rest stone at Stag Inn traffic island, Lower Walton	On the east side of the junction of Walton New Road A56 with Chester Road A5060 Opposite 33 Chester Road Lower Walton Warrington WA4 6ER Walton Warrington	II
Travellers' Rest stone at Swan Green	North side of junction of Newton Road A49 and Golborne Road A573 Winwick Warrington WA2 8LF Winwick Warrington	II
TRENACE HOUSE	TRENACE HOUSE 22 EAGLE BROW Lymm Warrington	II
TRUSTEE SAVINGS BANK	TRUSTEE SAVINGS BANK BUTTERMARKE STREET WARRINGTON Non Civil Parish Warrington	II
UNITARIAN CHURCH	UNITARIAN CHURCH CAIRO STREET WARRINGTON Non Civil Parish Warrington	II
VIGO HOUSE, INCLUDING GATEWAY	VIGO HOUSE INCLUDING GATEWAY 6 DIAL STREET WARRINGTON Non Civil Parish Warrington	II
WALL TO CHURCHYARD OF CHURCH OF ST PAUL	WALL TO CHURCHYARD OF CHURCH OF ST PAUL BEWSEY ROAD WARRINGTON Non Civil Parish Warrington	II
WALL TO GROUNDS OF DANE BANK HOUSE, WITH ARCHWAY	WALL TO GROUNDS OF DANE BANK HOUSE WITH ARCHWAY DANE BANK ROAD Lymm Warrington	II
WALL, GATES AND GATE PIERS TO FRONT OF KENYON HALL	WALL GATES AND GATE PIERS TO FRONT OF KENYON HALL WINWICK LANE Croft Warrington	II

WALLCROFT	WALLCROFT WARREN DRIVE Appleton Warrington	II
WALLSPIT	WALLSPIT TARPORLEY ROAD Stretton Warrington	II
WALNUT TREE FARMHOUSE	WALNUT TREE FARMHOUSE CHESTER ROAD Walton Warrington	II
WALTON BRIDGE	WALTON BRIDGE WRRINGTON ROAD Walton Warrington	II
WALTON HALL	WALTON HALL WALTON HALL PARK Walton Warrington	II
WALTON HALL LODGE (NOW LODGE TO CREMATORIUM)	WALTON HALL LODGE (NOW LODGE TO CREMATORIUM) CHESTER ROAD Walton Warrington	II
WALTON HOUSE	WALTON HOUSE 152 WALTON NEW ROAD Walton Warrington	II
WALTON LEA BRIDGE	WALTON LEA BRIDGE WALTON LEA ROAD Walton Warrington	II
WAR MEMORIAL	WAR MEMORIAL LUMB BROOK ROAD APPLETON THORN Appleton Warrington	II
WAR MEMORIAL	WAR MEMORIAL ST MARY'S ROAD Penketh Warrington	II
WAR MEMORIAL	WAR MEMORIAL HOLLINS GREEN Rixton-with-Glazebrook Warrington	II
Warrington Cenotaph	Junction of Knutsford Road and Wilderspool Causeway Warrington Cheshire Non Civil Parish Warrington	II
WELL IN GARDEN NUMBER 119	WELL IN GARDEN NUMBER 119 MUSTARD LANE LITTLE TOWN Croft Warrington	II
WELL IN YARD AT REAR OF WILDERSMOOR	WELL IN YARD AT REAR OF WILDERSMOOR HIGHER LANE Lymm Warrington	II
WIGSHAW HOUSE	WIGSHAW HOUSE WIGSHAW LANE WIGSHAW Croft Warrington	II
WILDERSMOOR HALL FARMHOUSE	WILDERSMOOR HALL FARMHOUSE HIGHER LANE Lymm Warrington	II
WILDERSPOOL HOUSE AND ATTACHED GARDEN WALL AND RAILING	WILDERSPOOL HOUSE AND ATTACHED GARDEN WALL AND RAILING WILDERSPOOL CAUSEWAY WARRINGTON Non Civil Parish Warrington	II
WOODHEAD FARMHOUSE	WOODHEAD FARMHOUSE PARKSIDE ROAD Winwick Warrington	II
WOOLWORTH'S	WOOLWORTH'S 19 AND 21 SANKEY STREET WARRINGTON Non Civil Parish Warrington	II
WRIGHT'S GREEN COTTAGE	WRIGHT'S GREEN COTTAGE LUMB BROOK ROAD WRIGHTS GREEN Appleton Warrington	II

WRIGHTS GREEN HOUSE	WRIGHTS GREEN HOUSE LUMB BROOK ROAD WRIGHTS GREEN Appleton Warrington	II
YEW TREE FARMHOUSE	YEW TREE FARMHOUSE YEW TREE LANE Appleton Warrington	II
BEWSEY OLD HALL	BEWSEY OLD HALL BEWSEY Burtonwood and Westbrook Warrington	II*
CHURCH OF ST ANN	CHURCH OF ST ANN WINWICK ROAD WARRINGTON Non Civil Parish Warrington	II*
CHURCH OF ST ELPHIN	CHURCH OF ST ELPHIN CHURCH STREET WARRINGTON Non Civil Parish Warrington	II*
CHURCH OF ST JOHN THE EVANGELIST	CHURCH OF ST JOHN THE EVANGELIST CHESTER ROAD Walton Warrington	II*
CHURCH OF ST LUKE	CHURCH OF ST LUKE LIVERPOOL ROAD WARRINGTON Non Civil Parish Warrington	II*
CHURCH OF THE HOLY TRINITY	CHURCH OF THE HOLY TRINITY SANKEY STREET WARRINGTON Non Civil Parish Warrington	II*
CROMWELL HOUSE	CROMWELL HOUSE 88 TO 92 CHURCH STREET WARRINGTON Non Civil Parish Warrington	II*
ENTRANCE GATES, PIERS AND LAMPS	ENTRANCE GATES PIERS AND LAMPS SANKEY STREET WARRINGTON Non Civil Parish Warrington	II*
GATEHOUSE TO BRADLEGH OLD HALL	GATEHOUSE TO BRADLEGH OLD HALL BRADLEY LANE Burtonwood and Westbrook Warrington	II*
HOLCROFT HALL	HOLCROFT HALL HEY SHOOT LANE CULCHETH Culcheth and Glazebury Warrington	II*
LAMPS ON EAST AND WEST DRIVES OF TOWN HALL	LAMPS ON EAST AND WEST DRIVES OF TOWN HALL SANKEY STREET WARRINGTON Non Civil Parish Warrington	II*
LYMM HALL	LYMM HALL RECTORY LANE Lymm Warrington	II*
MYDDLETON HALL	MYDDLETON HALL DELPH LANE HOUGHTON GREEN Winwick Warrington	II*
NORTH BARN AT HURST HALL	NORTH BARN AT HURST HALL HURST LANE GLAZEBURY Culcheth and Glazebury Warrington	II*
TANYARD FARM FARMBUILDING	TANYARD FARM FARMBUILDING BARLEYCASTLE LANE Appleton Warrington	II*

Transporter Bridge to part of Joseph Crosfield and Sons Ltd's Works	Transporter Bridge to part of Joseph Crosfield and Sons Ltd's Works Bank Quay WARRINGTON Non Civil Parish Warrington	II*
YE OLDE BARLEY MOW PUBLIC HOUSE (EXCLUDING THE SIDE FACADE)	YE OLDE BARLEY MOW PUBLIC HOUSE (EXCLUDING THE SIDE FACADE) MARKET PLACE WARRINGTON Non Civil Parish Warrington	II*
YE OLDE BARLEY MOW PUBLIC HOUSE (ONLY THE SIDE FACADE)	YE OLDE BARLEY MOW PUBLIC HOUSE (ONLY THE SIDE FACADE) MARKET STREET WARRINGTON Non Civil Parish Warrington	II*

### Schedule of Buildings and Structures of Locally Important Architectural and Historic Interest (Locally Listed Buildings)

Name	Address	Parish
Nook Farmhouse & Barns	Arley Road	Appleton
Springside	Arley Road	Appleton
Hillfoot Farmhouse	Hough's Lane	Appleton
Hill Cliffe Baptist Church	Red Lane	Appleton
Wright's Green Cottage	Lumb Brook Road	Appleton
Patch Cottage	Lumb Brook Road	Appleton
Thorn Brow Farmhouse	Green Lane	Appleton
Lych Gate to Fox Covert Burial Ground	Firs Lane/ Windmill Lane	Appleton
War memorial	Lumb Brook Road	Appleton
Quarry Cottage	Quarry Lane	Appleton
Birch Tree House	Off Red Lane	Appleton
Walnut Tree Farmhouse	Stretton Road	Appleton
Appleton Thorn Village Hall	Stretton Road	Appleton
Cabbage Cottage	40 Chapel Lane	Appleton
Thorn House (Appleton Thorn Vicarage)	Green Lane	Appleton
1 Cross Cottages	Pepper Street	Appleton
2 Cross Cottages	Pepper Street	Appleton
Cann Lane Farm House	Cann Lane	Appleton
Sandstone gateways and walls	By 171 London Road	Appleton
Persian Cottage & Cheriton Cottage	Lumb Brook Road	Appleton
Bramble Barn The Hurst	Off Firs Lane/ Park Lane	Appleton
Lanehurst Barn The Hurst	Off Firs Lane/ Park Lane	Appleton
Barn at Walnut Tree Farm	Stretton Road	Appleton
Memorial Cross St. Cross Church	Stretton Road	Appleton
Brook House	Cann Lane South	Appleton
Culeen House	Cann Lane South	Appleton
Lodge to Underclyffe House	171 London Road	Appleton
Sandstone piers and wall	London Road	Appleton
Hawthorne Cottage	Pepper Street	Appleton
Moss View Cottage	Pepper Street	Appleton
Hatton Farm Cottage/The Cottage	Pepper Street	Appleton
Quarry House	Quarry Lane	Appleton
London Bridge PH	163 London Road	Appleton
Rowe Farmhouse	Warrington Road	Birchwood
Heathfield House	Delenty Drive	Birchwood



Pillbox	Delenty Drive	Birchwood
Yew Tree Farm	Bold Lane	Burtonwood
Bewsey Lodge	Bewsey Farm Close	Burtonwood & Westbrook
Collins Green Farmhouse	Penkford Lane	Burtonwood & Westbrook
Memorial Lychgate to St Michaels Church	Chapel Lane	Burtonwood & Westbrook
Causey West Bridge	Alder Lane	Burtonwood & Westbrook
Chapel House Inn	Chapel Lane	Burtonwood & Westbrook
Callands Farm House	Ladywood Road	Burtonwood & Westbrook
Burtonwood Methodist Church	Phipps Lane	Burtonwood & Westbrook
Burtonwood Brewery building	Bold Lane	Burtonwood & Westbrook
Bankhouse Farm	Bold Lane	Burtonwood & Westbrook
Gates to Burtonwood Cemetery	Chapel Lane	Burtonwood & Westbrook
Youth Club - former Infant School	Jcn Clay Lane/Phipps Lane	Burtonwood & Westbrook
Old School House	23,Clay Lane	Burtonwood & Westbrook
Nursery formerly St.Paul of the Cross RC School	Mercer Street/Clay Lane	Burtonwood & Westbrook
Burtonwood Cottages	Pennington Lane	Burtonwood & Westbrook
Bewsey New Hall	By Shackleton Close, Old Hall	Burtonwood & Westbrook
	18 Lord Street	Croft
	143 Mustard Lane	Croft
Horse Shoe PH	Smithy Lane	Croft
Southworth Hall	Southworth Lane	Croft
	54 Smithy Brow	Croft
The Plough Inn	Heath Lane	Croft
	115 Stone Pit Lane	Croft
Kenylo Bridge	Sandy Brow Lane	Croft
	60 and 62 New Lane	Croft
Highfield	Kenyon Lane	Croft
Heath House	Kenyon Lane	Croft
Turrett Hall	Stone Pit Lane	Croft
Beech Farm	93 Heath Lane	Croft
Former Croft County Primary School	Adj. 1 Croft Heath Gardens/Heath Lane	Croft
	18 Dam Lane	Croft
Fowl Farmhouse	Back Lane	Cuerdley
Upper Moss Side Farm	Moss Side Lane	Cuerdley
Lower Moss Side Farm	Lapwing Lane	Cuerdley
Cross Lane Farmhouse	Widnes Road	Cuerdley
	1 Back Lane	Cuerdley
Newchurch Parish Hall	Common Lane	Culcheth & Glazebury
Lych Gate at Newchurch Parish Church	Church Lane	Culcheth & Glazebury

War Memorial o/s Newchurch Parish Church	Shaw Street/Church lane	Culcheth & Glazebury
Mile Stone opp.school	Newchurch Lane/Warrington Road	Culcheth & Glazebury
Milestone	Opp Rowe Farm, Warrington Road	Culcheth & Glazebury
Pack Horse Inn PH	Shaw Street/Bent Lane	Culcheth & Glazebury
Raven Inn PH	Hey Shoot Lane	Culcheth & Glazebury
Milestone	Warrington Road	Culcheth & Glazebury
Newchurch Parish Church	Church Lane	Culcheth & Glazebury
The Cottage	Bellhouse Lane	Grappenhall & Thelwall
	3 Broad Lane	Grappenhall & Thelwall
	5 Broad Lane	Grappenhall & Thelwall
	7 Broad Lane	Grappenhall & Thelwall
	189 Chester Road	Grappenhall & Thelwall
	283 Chester Road	Grappenhall & Thelwall
Rams Head PH	Church Lane	Grappenhall & Thelwall
Parr Arms PH	Church Lane	Grappenhall & Thelwall
Birchfield	Church Lane	Grappenhall & Thelwall
Ingleside	Church Lane	Grappenhall & Thelwall
The Cottage	3 Church Lane	Grappenhall & Thelwall
	200 Knutsford Road	Grappenhall & Thelwall
	224a Knutsford Road	Grappenhall & Thelwall
Grappenhall Methodist Church	Knutsford Road	Grappenhall & Thelwall
	12 All Saint's Drive	Grappenhall & Thelwall
Bell Cottage	Bell Lane	Grappenhall & Thelwall
Dolphin Cottage	Bell Lane	Grappenhall & Thelwall
Ivy Cottage	Bell Lane	Grappenhall & Thelwall
Daichaidh	Bell Lane	Grappenhall & Thelwall
Pickering Cottage	Bell Lane	Grappenhall & Thelwall
The Little Manor PH	Bell Lane	Grappenhall & Thelwall
Redbarn Farmhouse	Off Cliffe Lane	Grappenhall & Thelwall
The Lodge to Thelwall Heyes	Cliffe Lane	Grappenhall & Thelwall
Romiley House	Ferry Lane	Grappenhall & Thelwall
School House	Gigg Lane	Grappenhall & Thelwall
Woodlands	Halfacre Lane	Grappenhall & Thelwall
The Lodge	Halfacre Lane	Grappenhall & Thelwall
White House	Stockport Road	Grappenhall & Thelwall
The Bridge House	Stockport Road	Grappenhall & Thelwall
Barn adj to The Bridge House	Stockport Road	Grappenhall & Thelwall
White Lane Farmhouse	Weaste Lane	Grappenhall & Thelwall
Cuerdon Lodge	44 Weaste Lane	Grappenhall & Thelwall
	1 Weaste Lane	Grappenhall & Thelwall
	114 Weaste Lane	Grappenhall & Thelwall
	202 Knutsford Road	Grappenhall & Thelwall
	204 Knutsford Road	Grappenhall & Thelwall
The Gables	Half Acre Lane	Grappenhall & Thelwall
	128 Weaste Lane	Grappenhall & Thelwall
2 Massey Hall Cottages	Weaste Lane	Grappenhall & Thelwall
The Lodge	Lumb Brook Road	Grappenhall & Thelwall
Barn at Manor House Farm	Cartridge Lane	Grappenhall & Thelwall
1 & 2 Woodside Cottages, formerly 'Thatched Cottages'	Knutsford Road	Grappenhall & Thelwall
The Willows	Knutsford Road	Grappenhall & Thelwall
Latchford Viaduct	Thelwall New Road	Grappenhall & Thelwall
Old part of Thelwall Massey School	Halfacre Lane	Grappenhall & Thelwall

Highfields	Off Weaste Lane	Grappenhall & Thelwall
Highfields Cottages	Off Weaste Lane	Grappenhall & Thelwall
Highfields Farmhouse	Off Weaste Lane	Grappenhall & Thelwall
Thelwall Post Office	Bell Lane	Grappenhall & Thelwall
1 & 3, Thelwall New Road	Thelwall New Road	Grappenhall & Thelwall
Stanny Lunt Bridge	Chester Road/Church Lane	Grappenhall & Thelwall
Bradley Hall	Off Cliff Lane	Grappenhall & Thelwall
Barn at Bradley hall	Off Cliff Lane	Grappenhall & Thelwall
Milestone	Euclid Ave/Chester Rd	Grappenhall & Thelwall
Thelwall Memorial	Bell Lane	Grappenhall & Thelwall
The Lodge East lodge to Grappenhall Heys	Opp.41 Broad Lane	Grappenhall & Thelwall
Mounting Block	Opp 165 Chester Road	Grappenhall & Thelwall
Milestone	Opp.Summerville Chester Road	Grappenhall & Thelwall
1 & 2 - Cottages	Church Lane	Grappenhall & Thelwall
Mounting Block - opp. Springbrook P.H.	Jcn Chester Road/Knutsford Road	Grappenhall & Thelwall
Milepost	Opp. 210 Knutsford Road	Grappenhall & Thelwall
Red telephone box	o/s 92 Knutsford Road	Grappenhall & Thelwall
Former County School Annexe	Thelwall New Road	Grappenhall & Thelwall
Cobbled street area of Grappenhall Village	Church Lane o/s Rams Head P.H.	Grappenhall & Thelwall
Clay Bank Farmhouse	Broad Lane	Grappenhall & Thelwall
Pickerings Bridge	West of the Firs, Half Acre lane	Grappenhall & Thelwall
Holly House Farm	Park Road, adacent no.46	Great Sankey
Garden suburb	17-23 Penketh Road	Great Sankey
Northern part of Gt. Sankey CP School	Liverpool Road	Great Sankey
Southern part of Gt.sankey CP School	Liverpool Road	Great Sankey
War Memorial	St.Mary's Road	Great Sankey
	374 and 376 Liverpool Road	Great Sankey
Outbuildings to Whittle Hall Farm	Whittle Hall Road	Great Sankey
Whittle Hall Farm	Whittle Hall Road	Great Sankey
Mounting Block	opp. 219, Liverpool Road	Great Sankey
Cherry Tree Farmhouse	Burtonwood Road	Great Sankey
Sankey Bridge	Old Liverpool Road	Great Sankey
Crosfield Court	Haig Avenue	Great Sankey
Mounting Block	Jcn. Liverpool Road & 2, Clarence Avenue	Great Sankey
St. Marys Cemetery	St. Marys Road	Great Sankey
	372 Liverpool Road	Great Sankey
The Greenside	Goose Lane, opp. 49	Hatton
School House	10 & 12 Goose Lane	Hatton
Queasty Birch Hall	Off Summer Lane	Hatton
The Orchard, 1 New House Farm Cottages	Hatton lane	Hatton
2 New House Farm Cottages	Hatton Lane	Hatton
Holly Bank Cottage	Warrington Road	Hatton
Factory Cottage	Warrington Road	Hatton
Greenside farmhouse	Goose Lane	Hatton
1 & 2 New Cottages - East side of Hatton Lane	Hatton Lane	Hatton
Bobs Old Cottage & Newtons Cottage	Hatton Lane	Hatton
Pillmoss Farmhouse	Pillmoss Lane	Hatton
Blue Coat cottage & 4 New Cottage	Hatton Lane	Hatton
Goose Cottage	35 Goose Lane	Hatton
Hatton House	Hatton Lane	Hatton

Hatton Gate Farmhouse	Daresbury Lane	Hatton
	4 & 6 Booths Hill Road	Lymm
The Limes	11 Brookfield Road	Lymm
	20 Brookfield Road	Lymm
	3 & 5 Brookfield Road	Lymm
Lymm Library	Davies Way	Lymm
	38 Cherry Lane	Lymm
	21 and 23 Church Road	Lymm
	25 and 27 Church Road	Lymm
	31 Church Road	Lymm
Crouchley Hall Farmhouse	Crouchley Lane	Lymm
Deansgreen Hall	Off Crouchley Lane	Lymm
Beech Cottage	50 Eagle Brow	Lymm
	11 Eagle Brow	Lymm
Sunday School	Eagle Brow	Lymm
	1 Higher Lane	Lymm
	53 Higher Lane	Lymm
	12 Higher Lane	Lymm
Lymm Baptist Church	Higher Lane	Lymm
The Chestnuts	58 Higher Lane	Lymm
	66 Higher Lane	Lymm
	2 Maltmans Road	Lymm
	12 New Road	Lymm
	17 New Road	Lymm
	32 New Road	Lymm
Laurel Bank	27 New Road	Lymm
	37 Rectory Lane	Lymm
Reddish House	Reddish Lane	Lymm
	68 Rushgreen Road	Lymm
Lymm Hotel	Whitbarrow Road	Lymm
	68 Camsley Lane	Lymm
	80 Whitbarrow Road	Lymm
	7 and 9 Brookfield Road	Lymm
	36 Cherry Lane	Lymm
Cherry Hall Farm	Cherry Lane	Lymm
	20 to 26 Church Road	Lymm
	6 The Dingle	Lymm
	4 The Dingle	Lymm
	2 Eagle Brow	Lymm
	23 Eagle Brow	Lymm
	25 Eagle Brow	Lymm
	4 Higher Lane	Lymm
	6 Higher Lane	Lymm
	8 Higher Lane	Lymm
	10 Higher Lane	Lymm
	68 Higher Lane	Lymm
	99 Higher Lane	Lymm
	97 Higher Lane	Lymm
	95 Higher Lane	Lymm
	93 Higher Lane	Lymm
	5 Lymm Bridge	Lymm
	7 Lymm Bridge	Lymm
	15 New Road	Lymm
	30 New Road	Lymm

Reddish Hall	Reddish Lane	Lymm
	1 The Square	Lymm
	1a The Square	Lymm
Wildersmoor Hall Farm	Higher Lane	Lymm
Cotebrook House	Oughtrington Lane	Lymm
Pool Bank Farm	Pool Lane	Lymm
Agden Bridge	Spring Lane	Lymm
2 Barns adjacent to Cheriton House	38, Booths Lane	Lymm
56 Booths Hill Road & 2, Barsbank Lane	56, Booths Hill Road & 2, Barsbank Lane	Lymm
Whitbarrow Aqueduct	Bridgewater Street	Lymm
Little Brookfield	13, Brookfield Road	Lymm
Former Lymm UDC Offices	Brookfield Road/Whitbarrow Road	Lymm
Congregational Church	Brookfield Road	Lymm
Gateway	Crouchley Lane	Lymm
Clouds Cottage	Crouchley Lane	Lymm
Cottage east of Clouds cottage	Crouchley Lane	Lymm
Former Stable to rear of Clouds Cottage	Crouchley Lane	Lymm
Dingle Bank	Dingle Bank Close	Lymm
Lamp post	Junction of Mill Lane & Birch Brook Road, Heatley	Lymm
Lymm Court (formerly Court House)	13, New Road	Lymm
Former Oughtrington School	Oughtrington Crescent	Lymm
Pool Farm	Pool Lane	Lymm
The Star Inn P.H.	Star Lane	Lymm
St. Peters Memorial Cross	Oughtrington Lane	Lymm
Milepost	Knutsford Road/Gallows Croft	Lymm
	2 Bridgewater Street	Lymm
No.29 Clinic (former P.H.)	Eagle Brow	Lymm
15/17 Pool Lane Cottages	Pool Lane	Lymm
11/13 Pool Lane Cottages	Pool Lane	Lymm
Former School now Community Centre	Opp.5 Warrington Road	Lymm
	13 Mill Lane	Lymm
Wildersmoor House	181 & 181a Higher Lane	Lymm
	26 New Road	Lymm
	71 Whitbarrow Road	Lymm
Old Chapel	Cherry Lane	Lymm
	10 Booths Lane	Lymm
No. 19 Railway Cottage	Whitbarrow Road	Lymm
The Jolly Thresher PH	Higher Lane	Lymm
1 to 4 Station Cottages	Station Road	Padgate
Padgate Rectory	Station road	Padgate
Padgate Station - northern building	off Station Road	Padgate
Padgate Station - southern building	Off Station Road/ Green Lane	Padgate
War Memorial	Off Station Road/Blackbrook Avenue	Padgate
Milestone	outside 90 Fearnhead Lane	Padgate
Padgate Methodist Church	Green Lane	Padgate
Ferry Inn	Fiddlers Ferry	Penketh
	19 Poplar Avenue	Penketh
Greenway	Well Lane	Penketh
	27 to 33 Farnworth Road	Penketh
	1 and 3 Poplar Avenue	Penketh
Heathfield	32, Chapel Road/Ditchfield Road	Penketh
Community Centre (Old Quaker building)	Meeting Lane	Penketh

Penketh & Sankey British Legion	Greystone Road	Penketh
War Memorial	Greystone Road	Penketh
	42 Chapel Road	Penketh
	22 and 24 Chapel Road	Penketh
Wesleyan Day School	Chapel Road	Penketh
Milestone	144 Liverpool Road	Penketh
The Manna House	Warrington Road	Penketh
Milestone	opp 207 Warrington Road	Penketh
Greystone Cottage	101 Meeting Lane	Penketh
	89 Station Road	Penketh
Heath Cottage	100 Heath Road/ Harford Close	Penketh
Springfield House	516 Manchester Road	Poulton with Fearnhead
	34 Green Lane	Poulton with Fearnhead
	69 Green Lane	Poulton with Fearnhead
	71 Green Lane	Poulton with Fearnhead
Grange Mount	260 Padgate Lane	Poulton with Fearnhead
Padgate Junior & Infants School	Station Road	Poulton with Fearnhead
Beech Grove House	Newton Grove	Poulton with Fearnhead
Grove House	Newton Grove	Poulton with Fearnhead
Enfield Farmhouse	Tweedsmuir Close	Poulton with Fearnhead
Enfield Cottages	Tweedsmuir Close	Poulton with Fearnhead
Barn adjoining Enfield Cottages	Tweedsmuir Close	Poulton with Fearnhead
Houghton Mill Bridge	Cinnamon Lane North	Poulton with Fearnhead
Green Lane School	Green Lane	Poulton with Fearnhead
Central Building of School	Green Lane	Poulton with Fearnhead
The Farmers Arms PH	Fearnhead Lane	Poulton with Fearnhead
Yew Tree House	Warrington Road/Glaziers Lane	Risley
Railways Cottages	Dam Lane	Rixton with Glazebrook
Barn at Holly Bank Farm	Bridge Road, off Manchester Road	Rixton with Glazebrook
Holly Bank farmhouse - Mounting Block	Manchester Road	Rixton with Glazebrook
Former RC Church of St. Michael	3 Moss Side Lane	Rixton with Glazebrook
Holly Bush Farmhouse	30 Manchester Road	Rixton with Glazebrook
341-347 Manchester Road	Lane End	Rixton with Glazebrook
Mounting block	o/s Holly Bank Farmhouse	Rixton with Glazebrook
Mile Stone	opp.252 Manchester Road	Rixton with Glazebrook
Mile Stone	opp.24 Manchester Road by Moss Side Farm	Rixton with Glazebrook
The Old Smithy	Dam Lane	Rixton with Glazebrook
Cemetery	Dam Lane	Rixton with Glazebrook
The Black Swan P.H.	Jcn. Dam Lane/Manchester Road	Rixton with Glazebrook
Post Office	Opp.27 School Lane	Rixton with Glazebrook
The Old Vicarage	next to 52 School Lane	Rixton with Glazebrook
Milestone	507 Manchester Road	Rixton with Glazebrook
Village Shop	524/526 Manchester Road	Rixton with Glazebrook
Methodist Church	Chapel Lane / top School Lane	Rixton with Glazebrook
Mission House	Moat Lane	Rixton with Glazebrook
Mount Pleasant Farm	Glazebrook Lane	Rixton with Glazebrook
Railway Cottages	Glazebrook Lane	Rixton with Glazebrook
Ivy cottage	77 Dam Lane	Rixton with Glazebrook
	82 Ackers Road	Stockton Heath
	88 Ackers Road	Stockton Heath
	90 Ackers Road	Stockton Heath
	3 Grappenhall Road	Stockton Heath
Summerville Residential Home	Hill Top Road	Stockton Heath

2 Hill Top Cottage	Hunts Lane	Stockton Heath
Hill Crest	143 London Road	Stockton Heath
	44 Whitefield Road	Stockton Heath
	18 - 24 Walton Road	Stockton Heath
Old Telephone Exchange	35 Walton Road	Stockton Heath
	45 Grappenhall Road	Stockton Heath
	81a Grappenhall Road	Stockton Heath
	1 Hill Top Cottage	Stockton Heath
	101 Walton New Road	Stockton Heath
Old Mounting Block	Grappenhall Road/Lumbrook Road	Stockton Heath
Milestone	Grappenhall Road/Lumbrook Road	Stockton Heath
War Memorial	London Road/Ellesmere Road	Stockton Heath
Former Victoria Hotel & two adjoining shops	London Road/Grappenhall Road	Stockton Heath
Milestone by Swing Bridge	Fairfield Road/London Road	Stockton Heath
Swing Bridge A49	London Road	Stockton Heath
The Hollies	2, Ackers Road	Stockton Heath
Elm Cottage	4, Ackers Road	Stockton Heath
	6 Ackers Road	Stockton Heath
	22 and 24 Ackers Road	Stockton Heath
	60/62/64 Chester Road	Stockton Heath
	124 Fairfield Road	Stockton Heath
Thorn Marine	London Road	Stockton Heath
Roberts Shoe Shop	44/46 London Road	Stockton Heath
	14 and 16 Parkgate Road	Stockton Heath
	69-75 Walton Road	Stockton Heath
	83-85 Walton Road	Stockton Heath
Lamp post	Rear of 10 Fairfield Road	Stockton Heath
Church	Adj. 40 Walton Road	Stockton Heath
Lamposts	Victoria Square	Stockton Heath
Rose Cottage	133 Fairfield Road	Stockton Heath
London Bridge	London Road	Stockton Heath
Methodist Church	Corner of Heath Street & Walton Road	Stockton Heath
	46 to 56 Walton Road	Stockton Heath
	66 to 76 Walton Road	Stockton Heath
Blacksmiths Forge	Victoria Place (to rear of PH)	Stockton Heath
	137 Fairfield Road	Stockton Heath
	37 Ackers Road	Stockton Heath
	39 Ackers Road	Stockton Heath
	84 Ackers Road	Stockton Heath
Lane End Farmhouse	Northwich Road	Stretton
Ashfield	Northwich Road	Stretton
Road Side Farm Building	London Road	Stretton
War Memorial St.Matthews Church	Stretton Road	Stretton
Tanyard Farmhouse	Well Lane	Stretton
Cat & Lion PH	Tarporley Road	Stretton
The Ship PH (Demolished)	Chester Road	Walton
Smithy House	Chester Road	Walton
	99 Chester Road	Walton
1 Walton Lea Cottage	Chester Road	Walton
The Lodge	Chester Road	Walton
	35 Chester Road	Walton
New Lodge	Houghs Lane	Walton

Stoneoaks Cottage	Thomasons Bridge Lane	Walton
Underbridge Cottages	Underbridge Lane	Walton
Rowswood Farmhouse	Park Lane	Walton
Wood Cottage	Park Lane	Walton
2 Cockfight Cottages	Runcorn Road	Walton
4 Cockfight Cottages	Runcorn Road	Walton
Porch House Farm	Runcorn Road	Walton
	7 Walton Lea Road	Walton
	13 Walton Lea Road	Walton
	2 Walton Lea Road	Walton
	1 Warrington Road	Walton
Rowswood Cottage	Warrington Road	Walton
2 Walton Lea Cottage	Chester Road	Walton
3 Walton Lea Cottage	Chester Road	Walton
	34 Chester Road	Walton
1 The Elms Cottages	Hobb Lane	Walton
2 The Elms Cottages	Hobb Lane	Walton
3 The Elms Cottages	Hobb Lane	Walton
Grange Mill House	Mill Lane	Walton
	9 Walton Lea Road	Walton
	11 Walton Lea Road	Walton
	105/105a Walton New Road	Walton
	107 Walton Road	Walton
Smithy converted to house	adjacent 136, Old Chester Road	Walton
North building in yard	Rear 134 Old Chester Road	Walton
Old tool shed of Walton Hall Estate	Chester Road/Walton Lea Road	Walton
Barn at Rowswood Farm	Walton Hall Estate, Park Lane	Walton
School converted to House	2, Runcorn Road	Walton
Old Mounting Block	Walton New Road/Chester Road	Walton
The Former Vicarage	Chester Road	Walton
War Memorial Cross	Jcn. Chester Road/Ellesmere Road	Walton
Smithy House	136 Old Chester Road	Walton
Grange Green Manor	Mill Lane	Walton
Canal Farmhouse	Runcorn Road	Walton
Memorial - Walton Church	Chester Road	Walton
Milestone	o/s The Croft, Chester Road	Walton
The Walton Arms PH	Old Chester Road	Walton
CWS Water Tower (Demolished)	Barbauld Street	Warrington Unparished
Imperial PH	145 Bewsey Road	Warrington Unparished
	5 Bold Street	Warrington Unparished
Emmanuel Church	Bold Street	Warrington Unparished
St Austins Chambers	23 Bold Street	Warrington Unparished
	7 Bold Street	Warrington Unparished
	123 Bridge Street	Warrington Unparished
	83 & 85 Bridge Street	Warrington Unparished
	88 Bridge Street	Warrington Unparished
	90 & 92 Bridge Street	Warrington Unparished
Borough Arms PH	Buttermarket Street	Warrington Unparished
Lower Angel PH	Buttermarket Street	Warrington Unparished
	29 Cairo Street	Warrington Unparished
	34 - 38 Church Street	Warrington Unparished
	2 - 4 Froghall Lane	Warrington Unparished
The Hop Pole PH	Horsemarket Street	Warrington Unparished
The Brooklands PH	Lovely Lane	Warrington Unparished



Latchford Baptist Church	Loushers Lane	Warrington Unparished
Adelphi Vaults PH	88 - 90 Mersey Street	Warrington Unparished
	7 Museum Street	Warrington Unparished
	9 Museum Street	Warrington Unparished
	11 Museum Street	Warrington Unparished
	19 & 21 Museum Street	Warrington Unparished
Registry Office	Winmarleigh Street	Warrington Unparished
Blackburne Arms PH	Orford Green	Warrington Unparished
	51 & 53 Orford Green	Warrington Unparished
St Margarets Church	Orford Green	Warrington Unparished
Irish Club	Orford Lane	Warrington Unparished
The Hawthorne PH	Orford Lane	Warrington Unparished
The King & Queen PH	Padgate Lane	Warrington Unparished
	12 Ryland Street	Warrington Unparished
Manx Arms PH (Demolished)	31 School Brow	Warrington Unparished
Brickmakers PH	68 School Brow	Warrington Unparished
	1 Springfield Street	Warrington Unparished
Christ Church	Wash Lane	Warrington Unparished
St Johns United Reformed Church	Wilderspool Causeway	Warrington Unparished
	94 Wilderspool Causeway	Warrington Unparished
The Causeway PH	233 Wilderspool Causeway	Warrington Unparished
	39 Wilson Patten Street	Warrington Unparished
	41 Wilson Patten Street	Warrington Unparished
	43 Wilson Patten Street	Warrington Unparished
	45 Wilson Patten Street	Warrington Unparished
	47 Wilson Patten Street	Warrington Unparished
	49 Wilson Patten Street	Warrington Unparished
	51 Wilson Patten Street	Warrington Unparished
	20 Winmarleigh Street	Warrington Unparished
Masonic Hall	Winmarleigh Street	Warrington Unparished
The Appliance Centre	25 Winwick Street	Warrington Unparished
Greenwoods	27 Winwick Street	Warrington Unparished
The Lord Rodney PH	Winwick Street	Warrington Unparished
Red Lion PH	Winwick Road	Warrington Unparished
Wycliffe United Reformed Church	Edgworth Street	Warrington Unparished
Warrington Community Care (Nurses Home)	8 Bewsey Road	Warrington Unparished
	125 Bridge Street	Warrington Unparished
	133 - 135 Bridge Street	Warrington Unparished
Wycliffe Memorial Hall	Edgworth Street	Warrington Unparished
	12 & 14 Friars Gate	Warrington Unparished
Sir Thomas Boteler High School	Grammar School Road	Warrington Unparished
	29 Horsemarket Street	Warrington Unparished
	31 Horsemarket Street	Warrington Unparished
	33 Horsemarket Street	Warrington Unparished
	35 Horsemarket Street	Warrington Unparished
	715 Knutsford Road	Warrington Unparished
Golden Lion PH	69 Knutsford Road	Warrington Unparished
	674 Knutsford Road	Warrington Unparished
Osborne Terrace 688 to 694	Knutsford Road	Warrington Unparished
St Barnabas Church	Lovely Lane	Warrington Unparished
East Lodge (Warrington Cemetery)	Manchester Road	Warrington Unparished
West Lodge (Warrington Cemetery)	Manchester Road	Warrington Unparished
C of E Chapel (Warrington Cemetery)	Manchester Road	Warrington Unparished

Shelter & W.C. - Cemetery	Manchester Road/Padgate Lane	Warrington Unparished
Entrance Gates and Piers - Cemetery	Manchester Road/Padgate Lane	Warrington Unparished
Perimeter Wall to Cemetery	Manchester Road	Warrington Unparished
	1 Manchester Road	Warrington Unparished
	3 Manchester Road	Warrington Unparished
	5 Manchester Road	Warrington Unparished
	7 Manchester Road	Warrington Unparished
	9 Manchester Road	Warrington Unparished
Patten Arms Hotel	Parker Street	Warrington Unparished
St Benedicts RC Church	Rhodes Street	Warrington Unparished
	349 Wilderspool Causeway	Warrington Unparished
	351 Wilderspool Causeway	Warrington Unparished
	353 Wilderspool Causeway	Warrington Unparished
	355 Wilderspool Causeway	Warrington Unparished
	357 Wilderspool Causeway	Warrington Unparished
	359 Wilderspool Causeway	Warrington Unparished
	361 Wilderspool Causeway	Warrington Unparished
	363 Wilderspool Causeway	Warrington Unparished
	365 Wilderspool Causeway	Warrington Unparished
	367 Wilderspool Causeway	Warrington Unparished
	369 Wilderspool Causeway	Warrington Unparished
Crosfield Conservatory	Bank Park, rear of Town Hall	Warrington Unparished
War Memorial	Bridge Foot	Warrington Unparished
The Packet House P.H.	Bridge Street/Mersey Street	Warrington Unparished
The Higher Seven Stars P.H.	87, Bridge Street	Warrington Unparished
Railway Building	Broad Arpley Lane, off Bridge Foot	Warrington Unparished
2-10, Buttermarket Street	Market Gate	Warrington Unparished
	15 Cairo Street	Warrington Unparished
Former Palace Cinema	Friars Gate	Warrington Unparished
1-17, Raddon Place	Rear of Grange Avenue	Warrington Unparished
The Railway P.H.	686, Knutsford Road	Warrington Unparished
Co-op store (former cinema)	Lovely Lane	Warrington Unparished
Anzac War Memorial - Cemetery	Manchester Road/Padgate Lane	Warrington Unparished
Former School of Art-North Cheshire College	Museum Street	Warrington Unparished
Centre Sport - former gymnasium	Palmyra Square South	Warrington Unparished
67 and 69 Sankey Street	Sankey Street	Warrington Unparished
Central station	Winwick Street	Warrington Unparished
2-34 Horsemarket St. & 1-9 Buttermarket St.	Market Gate	Warrington Unparished
MSC Warehouse adjacent 131, Howley Lane	Howley	Warrington Unparished
Former Emmanuel Sunday School	School Street/Knutsford Road	Warrington Unparished
Latchford House	Knutsford Road near Powell Street	Warrington Unparished
Former Trustee Savings Bank	2, Rylands Street	Warrington Unparished
67 & 69, Sankey Street	Sankey Street	Warrington Unparished
Corner building Arpley Street	Junction of Wilson Patten St. & Arpley St.	Warrington Unparished
The British Aluminium Recreation Club	Grange Avenue	Warrington Unparished
Warrington Bridge	Bridge Foot/Bridge Street	Warrington Unparished
Former shop - Hepworths	Corner Market Gate & Bridge Street	Warrington Unparished
Friars Green Church	Cairo Street	Warrington Unparished
War Memorial	o/s Crosfields, Liverpool Road	Warrington Unparished
Oakwood Infants School	Oakwood Avenue	Warrington Unparished
Oakwood Junior School	Oakwood Avenue	Warrington Unparished

School Tower & Ancilliary Building	Oakwood Avenue	Warrington Unparished
110 -128	Bridge Street	Warrington Unparished
32-38 Facade	Bridge Street	Warrington Unparished
Garnett CWS Tower (Demolished)	Barbauld Street	Warrington Unparished
Rylands Old Pavilion Building	Gorse Lane	Warrington Unparished
Woodbine Terrace	Grammar School Road	Warrington Unparished
The Laurels	Grammar School Road	Warrington Unparished
Ex-railway bridge	Knutsford Road	Warrington Unparished
Ex Baptist Chapel	Legh Street	Warrington Unparished
Crosfields Offices	Liverpool Road	Warrington Unparished
The Sloop P.H.	Liverpool Road	Warrington Unparished
Kendrick Building - Warrington Hospital	Lovely Lane	Warrington Unparished
St.Albans War Memorial	Bewsey Street	Warrington Unparished
Workhouse - General Hospital	Lovely Lane	Warrington Unparished
Stone	Rear 19 Godfrey Street	Warrington Unparished
Stone	Rear 60 Gorse Lane	Warrington Unparished
Stone	Rear 88 Gorse Lane	Warrington Unparished
Orford Hall Gatepiers	Orford Avenue	Warrington Unparished
Latchford Conservative Club	St.Marys Street Latchford	Warrington Unparished
Central House	Central Way/Winwick Street	Warrington Unparished
Beamont School	O'Leary Street	Warrington Unparished
Boundary Wall to Peninsula Barracks	O'Leary Street	Warrington Unparished
122 to 126	Bridge Street	Warrington Unparished
Barns at Ford Farm	Eastford Road	Warrington Unparished
Richard Fairclough School - formerly	Wash Lane/Halla-Way	Warrington Unparished
Bolton Council School	Longdin Street	Warrington Unparished
Alderman Bolton Infant School	Longdin Street	Warrington Unparished
Brook House	Grammar School Road	Warrington Unparished
Former Vicarage	86 Orford Avenue	Warrington Unparished
	43 to 51 Sankey Street	Warrington Unparished
	2 to 6 Egypt Street	Warrington Unparished
Insurance House	13 Arpley Street	Warrington Unparished
	14 to 32 Buttermarket Street	Warrington Unparished
The Swan Hotel	Golborne Road	Winwick
The Elms	4 Golborne Road	Winwick
	17 Golborne Road	Winwick
The Plough PH	Mill Lane	Winwick
	14 Radley Lane	Winwick
The Cottage	Parkside Road	Winwick
Farm buildings	Delph Lane	Winwick
Barn at rear of Coachmans Cottage	Delph Lane	Winwick
Southern Waterworks Cottage	Waterworks Lane	Winwick
Northern Waterworks Cottage	Waterworks Lane	Winwick
1 & 2 Waterworks cottages	Delph Lane	Winwick
2, Waterworks Cottage	Delph Lane	Winwick
Cross/Memorial outside St.Oswalds Church	Newton Road	Winwick
Old Mounting block outside St.Oswalds Church	Newton Road	Winwick
Church Walk Cottages	Church Walk	Winwick
Former Methodist Chapel	Golborne Road, next to 37	Winwick
The Hermit Inn P.H.	Golborne Road	Winwick
Rose Mount Terrace	Golborne Road, next to Hermit Inn	Winwick
Cop Holt Cottages	Newton Road	Winwick

Newton Road Cottages	Newton Road	Winwick
Pipers Hole Cottage	Parkside Road	Winwick
Monk House	Parkside Road	Winwick
Coach house	Rear of Swan Hotel, Golborne Road	Winwick
Boundary Wall	Pilgrim Close o/s no.6	Winwick
Gerosa Avenue	off Golborne Road	Winwick
Former cellar to Pipers Hall	off Golborne Road	Winwick
Former Winwick Hospital boundary walls and gate piers	Winwick Road	Winwick
Hospital houses and cottages	Hollins Lane	Winwick
Winwick Hall (Hollins Park Hospital)	Off Hollins Lane	Winwick
Old part Winwick Primary School	Myddleton Lane	Winwick
Old Rectory	Rectory Lane	Winwick
Oven Back Farm	Winwick Lane	Winwick
The Terrace	Myddleton Lane	Winwick
Milestone	Golborne Road o/s no.10	Winwick
Milestone	o/s no.87 Winwick Road	Winwick
Lodge	Delph Lane	Winwick
No.4	Hollins Drive	Winwick
Coachmans Cottage	Delph Lane	Winwick
C of E Mission School	Warren Lane	Woolston
War Memorial	Weir Lane	Woolston
Milestone	Manchester Road/ Redwood Close	Woolston
Woolston Lodge	Weir Lane	Woolston

### Scheduled Ancient Monuments

Name	Address
Bank Quay Transporter bridge	Bank Quay
Barrow Old Hall moated site	Barrow Hall Lane, Great Sankey
Bewsey Old Hall moated site, fishpond and connecting channel	Sankey Valley Park, Bewsey
Bradlegh Old Hall moated site and Fishpond	Bradley Lane, north of Lumber Lane , Burtonwood
Bradley Hall moated site	South of Grappenhall Lane/Cliffe Lane junction, Appleton
Lymm Hall moated site and ice house	Rectory Lane, Lymm
Rixton Old Hall moated site	South of Manchester Road, Rixton
Roman settlement at Wilderspool	South of Loushers Lane, Warrington
St. Oswald's Well	Off Parkside, Winwick, 150 metres south of woodland
Tumulus Bowl Barrow	West of Highfield Lane and North of Myddleton Lane, Winwick
Two Cockpits	125m west of Lymm Hall, Rectory Lane, Lymm
Two sections of Roman Road between Appleton and Stretton	North and South of Stretton Road by Park Royal Hotel

### Conservation Areas

Bewsey Street
Bridge Street
Buttermarket Street
Church Street
Culcheth Newchurch Hospital
Grappenhall Victoria Road/York Drive
Grappenhall Village

Greenalls Brewery
Lymm Village
Palmyra Square
Stockton Heath
Stockton Heath - Ackers Road/Marlborough Crescent
Thelwall Village
Town Hall
Walton Village
Winwick Street

<b>Registered Battle Fields</b>
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Battle of Winwick (also known as Battle of Red Bank) 1648
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**WARRINGTON**  
Borough Council

Planning policy & Programmes  
Warrington Borough Council  
Growth Directorate  
East Annexe  
Town Hall  
Sankey Street  
Warrington WA1 1UH

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