

Warrington Borough Council
Infrastructure Capacity Assessment
July 2010

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1 Study Outline

1.1 Infrastructure can take many forms and is essential to support objectives of increased housing provision, economic growth, mitigating climate change and creating sustainable communities.

1.2 Planning Policy Statement 12, published in July 2008 ⁽¹⁾ placed new emphasis on providing supporting infrastructure for new development and in particular the need for sound infrastructure planning to underpin the development of the Core Strategy of the Local Development Framework.

1.3 It sets out in paragraph 4.8 that:

"The core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The core strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations."

1.4 PPS12 further states that good infrastructure planning considers:

- The infrastructure required to support development;
- Infrastructure costs;
- Sources of funding including any gaps in funding;
- Timescales for delivery; and
- Responsibility for delivery.

1.5 Infrastructure and services are provided by a range of organisations but there is too often little or no integration of these. The preparation of Infrastructure Delivery Plans (IDPs) will help this integration and is considered essential if local authorities and their partners are to fulfil their place shaping role. The need for sound infrastructure planning is emphasised by current proposals for local councils to prepare charging schedules drawn up as part of implementing the Community Infrastructure Levy (CIL).

1.6 It is important to recognise that putting together and updating an Infrastructure Delivery Plan is not something that the planning policy team can do by themselves. For effective infrastructure planning, planners will need to draw on and influence the investment strategies and infrastructure programmes within the local authority and other organisations in its area where possible. Producing an Infrastructure Delivery Plan will create scope for greater efficiency and more beneficial outcomes in the planning and delivery of individual service strategies and contribute to achieving the wider Local Area Agreement targets and responsibilities.

Purpose of Infrastructure Planning

1.7 The Infrastructure Planning exercise as a whole will aim to identify:

- Infrastructure providers
- The existing level of provision
- Areas where current provision is lacking or under stress
- Areas where there may be spare capacity
- What provision would be needed in future to meet social and economic changes and future development
- Infrastructure programmes showing where enhancements or reductions in provision are planned
- Additional funding necessary to meet future infrastructure needs.

1.8 In gathering information and meeting with infrastructure providers, we will also be able to establish whether infrastructure providers have any specific needs in terms of their own land and property needs.

1 PPS12: Creating Strong Safe and Prosperous Communities through Local Spatial Planning (DCLG July 2008)

1.9 The information gathered during the process will become part of the evidence base that will inform the preparation of the Core Strategy. It will also assist the Council and other service providers to identify and prioritise infrastructure provision as part of an integrated approach to planning and infrastructure development.

Methodology

1.10 In order to ensure that the study is robust, the methodology was developed using the following guidance documents from Communities and Local Government and the Planning Advisory Service:

- Planning Policy Statement 12: Local Spatial Planning (July 2008);
- Infrastructure Delivery – Spatial Plans in Practice: Supporting the reform of local planning (June 2008);
- Implementing your local development framework: the integration of infrastructure and development in plan-making (April 2008).
- A Steps Approach to Infrastructure Planning and Delivery (June 2009)

1.11 The methodology will incorporate an element of contingency planning to show how objectives will be achieved under different scenarios (what if), to take account of circumstances where provision is uncertain.

This Document

1.12 The principal outcome for this stage in the process, and the remit of this document is the identification of the existing provision and capacity of infrastructure in the Borough by service.

1.13 Early and continuous engagement with key partners and infrastructure providers and developers is integral to this process. Joint ownership of the proposals set out in the strategy and the commitment of partners to their delivery is crucial to the successful implementation of the LDF.

1.14 In order to ensure that this infrastructure capacity assessment is robust a combination of qualitative and quantitative research techniques, including consultation, analysis of statistical data, and a review of existing and emerging studies has been undertaken.

1.15 In terms of consultation, one-to-one meetings have formed part of the consultation and information gathering process. The emphasis has been to focus on obtaining the commitment of key partners to this process. Appendix 1 provides a list of key partners who have contributed to this assessment.

1.16 The next stage of involvement will be aimed at identifying what infrastructure will be required to support future development proposed in the emerging Core Strategy and the means by which this infrastructure could be provided. Work will then start on bringing together details of all planned infrastructure in capital programmes and investment programmes from all infrastructure providers to ascertain whether there will be any gaps in provision over the lifetime of the Core Strategy. Where gaps are identified, information will be fed into work on the Community Infrastructure Levy to identify whether funding can be secured from that source.

2 Scope of Work

2.1 This document focuses on setting the current infrastructure context in the Borough, by achieving a basic knowledge and understanding of the issues relating to the provision of infrastructure. This will provide the foundation for the strategy, which will set out how the Council and key partners intend to implement the LDF and deliver the associated infrastructure requirements.

2.2 This report covers physical, social and green infrastructure in Warrington, in order to ensure that it embraces all matters necessary for the achievement of LDF policies, proposals and aspirations.

2.3 The scope of facilities that have been investigated is set out below:

Transport	Utilities	Social	Environmental
Public Transport	Telecommunications	Health	Biodiversity
Highways	Gas Supply	Education	Protected Natural Areas
Cycle Routes	Electricity Supply	Emergency Services	Cemeteries
Public Rights of Way	Water Supply	Community Centres	Allotments
Committed Transport Schemes	Waste Water	Voluntary Sector	Open Spaces
	Minerals & Waste	Social Services	Sport and Leisure Provision
	Renewable Energy	Faith Groups	Play areas
		Custodial Services	Libraries
		Post Offices	Cultural Facilities
		Convenience Shopping	Conservation Areas and Historic Buildings
		Social Housing	Flood Prevention

Table 1 Scope of Facilities Covered in this Report

3 Transport Infrastructure

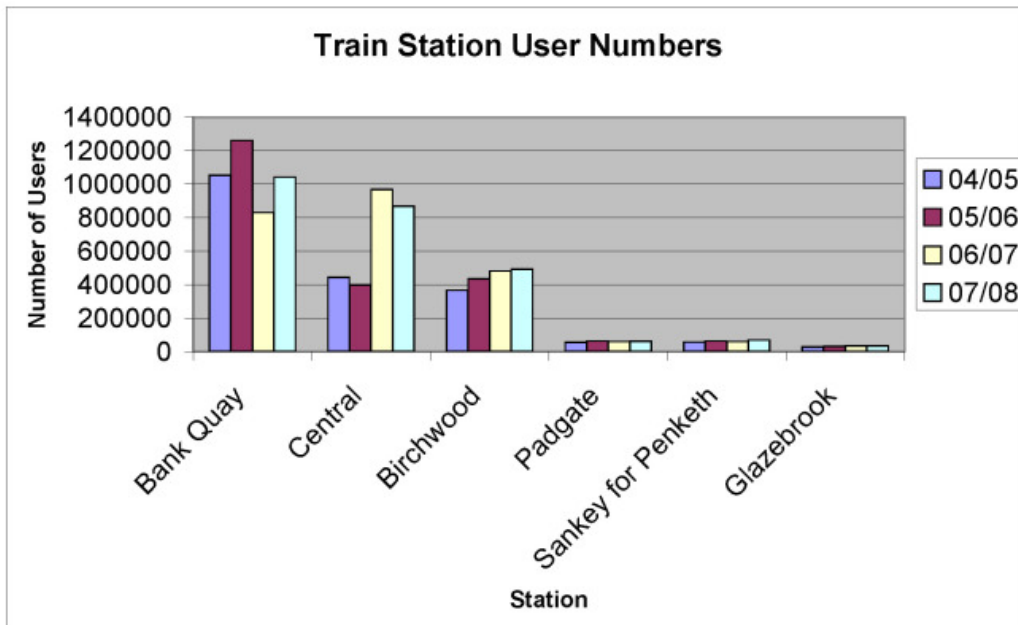
Public Transport

Rail Services

3.1 There are 6 rail stations within the Borough providing services across the north west and nationally. Warrington Bank Quay lies on the West Coast Main Line which provides a frequent service to London and Edinburgh and trains can now reach London in under two hours. Network Rail completed a £9 billion project to upgrade the West Coast Main Line in December 2008, which included the replacement of 1,695 miles of track.

3.2 Sankey-for-Penketh, Warrington Central, Padgate, Birchwood and Glazebrook stations all lie on the Trans-Pennine line between Manchester and Liverpool.

3.3 It is difficult to obtain an accurate picture of the number of users of these train stations. Figures from the Office of Rail Regulation show a short term trend, but this is skewed by the fact that the method of calculating passengers from Warrington Bank Quay and Central station changed between 05/06 and 06/07. This change in calculations effectively lowers the numbers using Bank Quay and increases those using Central. However, the most recent figures for 2007/08 show a significant growth in the number of users of Bank Quay but a decline in the number of users of Central Station. 2007/08 also saw a steady growth in user numbers at Birchwood, Padgate, Sankey for Penketh and Glazebrook Stations. ⁽²⁾



Picture 3.1 Train Station User Numbers

3.4 In addition to the above, the Council has a commitment to build an additional rail station as part of the overall Chapelford Urban Village masterplan. However, at the present, this has yet to come forward and it is envisaged this will only be delivered in the medium to long term (4 to 5 years).

2 Source: Office of Rail Regulation- Rail Statistics

3.5 Given current capacity constraints on the line and lack of funding, no work has progressed on the scheme. In future the station will provide two services an hour (an express and a stopping service).

3.6 The future provision of the station will be reflected in the Council's Local Transport Plan 3 (LTP3).

Future Improvements

Electrification of the Great Western Main Line

3.7 The Government recently announced the detailed planning for electrification of the Great Western Main Line and the Manchester Victoria to Liverpool route. Although this route will not run through Warrington directly it will utilise the Newton le Willows station. The 51 km route between Manchester Victoria and Liverpool Lime Street will be electrified by 2013 at cost of £100m. Speeds on this line are to be raised from 120 km/h to 144 km/h under existing plans, and short sections are already wired.

3.8 The £1.1bn total investment will be funded by Network Rail with government support. The government are confident that electrification will be self-financing in the medium term through lower train maintenance, leasing and operating costs, and as a result it can be undertaken without reducing planned infrastructure enhancement to 2014.

High Speed Rail Link

3.9 In addition, the government is recommending a route for a new line between London and Birmingham with a future extension to northern England and Scotland however, the work unlikely to start until 2017 at the earliest.

3.10 Warrington could potentially benefit from the future extension to northern England, which would run in a 'Y' shape with one branch to Sheffield and Leeds and the other to Liverpool and Manchester.

Bus Services

3.11 Warrington has enjoyed a sustained increase in bus travel since 2001 and in 2006/07 one million more people used the buses compared with the previous year. Over 9.84 million people started a bus journey within the borough in 2007/08, a rise of 1.08 million since 2003/04. The delivery of the new bus interchange is seen by the Council and operators as a key catalyst for the growth of bus passenger numbers seen over recent years.

3.12 Warrington Borough Transport is responsible for the maintenance and renewal of bus stop infrastructure in Warrington. This covers the maintenance of bus stops, seating, advertising, lighting, signs, lights, Real Time Passenger Information (RTPI) boards, raised kerbing and associated infrastructure. During the first 2 years of the LTP2 a further 50 bus stops were improved, taking the total number of bus stops with easy access kerbing to over 400 out of a total of approximately 1200. To date, over 200 RTPI displays have been introduced throughout Warrington.

3.13 There is a comprehensive network of local bus services, providing extensive coverage of the urban areas of the borough. The provision of bus services in the rural fringes is less comprehensive. The network is strongly focused on the town centre where most bus services terminate in the bus interchange which opened in 2006. The principal bus operator is the Council-owned Warrington Borough Transport which operates around 90% of local bus mileage in the borough. Other services and services to further afield destinations are provided by Arriva, First Manchester and Halton Transport.

3.14 Warrington Borough Transport carry over eight million passengers per year using a fleet of 125 buses that operate approximately 6.5million kilometres in service per annum. 80% of the fleet are low floor "kneeling" buses and the company is set to achieve its target of 100% by 2010. Buses contain a state of the art tracking system which relays real time passenger information on waiting times to bus stops across the network.

3.15 Warrington Borough Transport is owned by the Council and is one of only fourteen bus operators to remain in local authority ownership since deregulation. Because of this, the company has a long term approach to services and operates a network of "marginal" services such as those early or late

in the day or on Sundays or those that serve areas of lesser demand. Meetings of a customer panel have led to the introduction of a more direct service to the employment centre of Birchwood (improving journey times) and increased frequencies on the route serving Warrington Hospital.

3.16 The company also looks to help deliver Local Transport Plan outcomes by supporting major developments. In partnership with developers at Chapelford, all householders are offered two 6-monthly or one 12-monthly travel pass providing free travel on the whole WBT network. A new half hourly, high quality bus service was introduced in Chapelford in July 2008. David Wilson Homes is providing £900,000 to cover the costs of service operation for up to five years, after which it is planned that the service will be commercially viable. The bus links the development to the town centre, and neighbouring facilities at Westbrook. WBT also plan to provide a rapid-transit service to the planned employment area at Omega using high capacity articulated buses to link the site to the town centre.

Flexible Transport

3.17 Taxis and private hire vehicles, Community Transport, Shopmobility, Dial a Ride and Taxi voucher schemes form part of the transport choice available to people with limited access to other transport. At the present time there are 154 licensed Hackney vehicles within the borough, which operate either from ranks in the town centre, can be booked through private advanced booking systems, or can be hailed in the street. There are also around 375 private hire vehicles, which must be pre-booked through a private hire operator.

3.18 A Dial-a-ride service is provided by Warrington Community Transport for people who cannot use conventional local bus services because of mobility issues.

3.19 The dial-a-ride drop off point in the town centre is to the rear of the Shopmobility centre - who provide manual and electric wheelchairs and battery powered scooters to enable people to make the most of town centre facilities.

Highways

3.20 Warrington lies at the centre 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. Further strengthening of the town's regional transport 'focus' is now complete with the construction of the new Junction 8 on the M62.

3.21 The Highways Agency operates, maintains and improves the strategic road network, which in Warrington comprises the M6, M56 and M62 motorways. The maps below show how the motorways in Warrington currently show significant levels of daily stress.

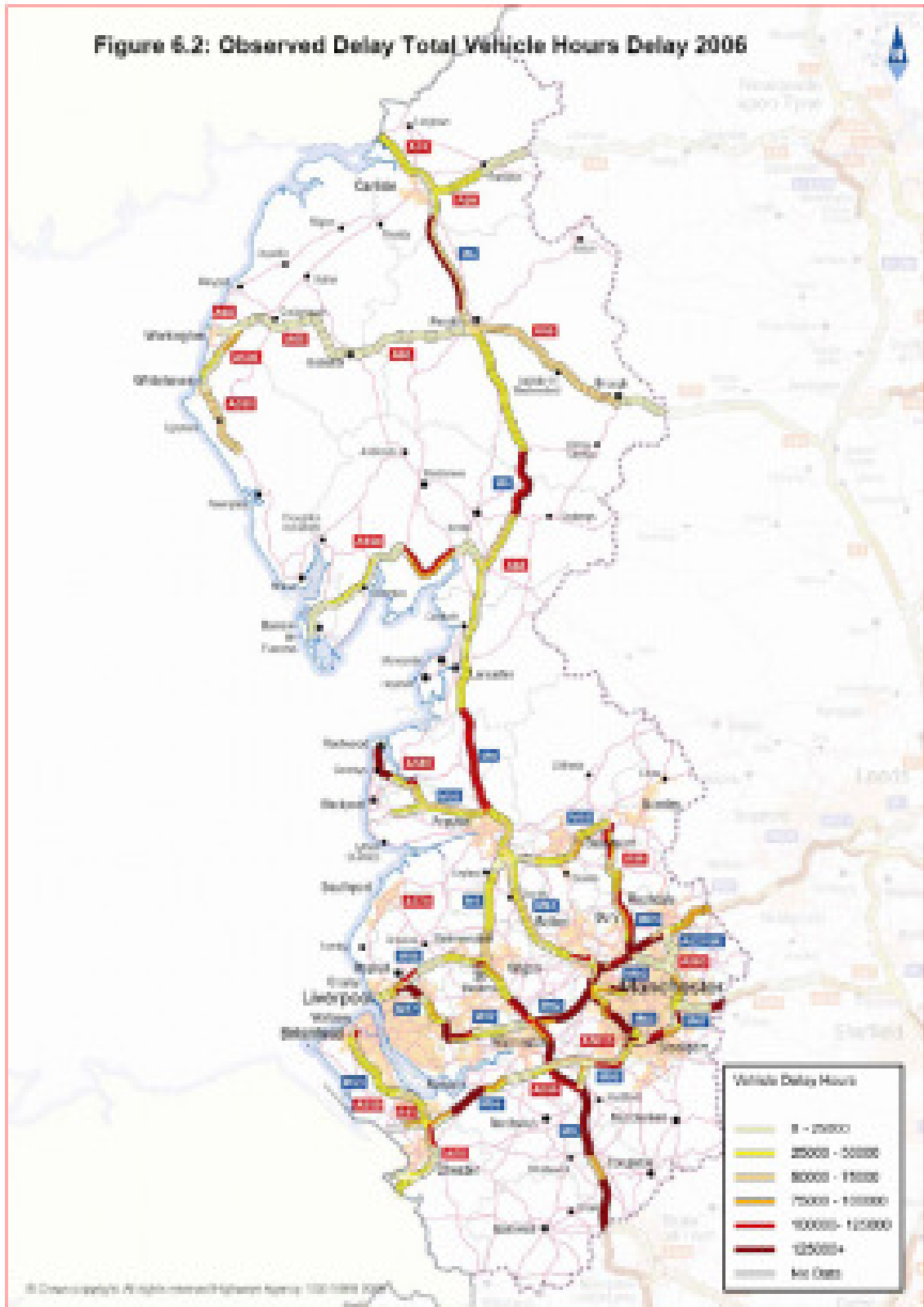


Figure 3.1 Observed Delay Total Vehicle Hours Delay 2006



Figure 3.2 Observed Total Delay Per Vehicle 2006

3.22 The M6, in parts, suffers from daily stress levels in excess of 150% on both north and southbound carriageways. It is anticipated that daily stress levels on these motorways are likely to increase further by 2016 including between 90 - 130% stress on both the M56 and M62, whilst the M6 is set to continue

to operate at levels in excess of 150%. By 2026 the trend is set to continue with parts of the M56 operating at 130 - 150% stress and the entire Warrington element of the M6 at over 150%. The maps below provide an indication of this.

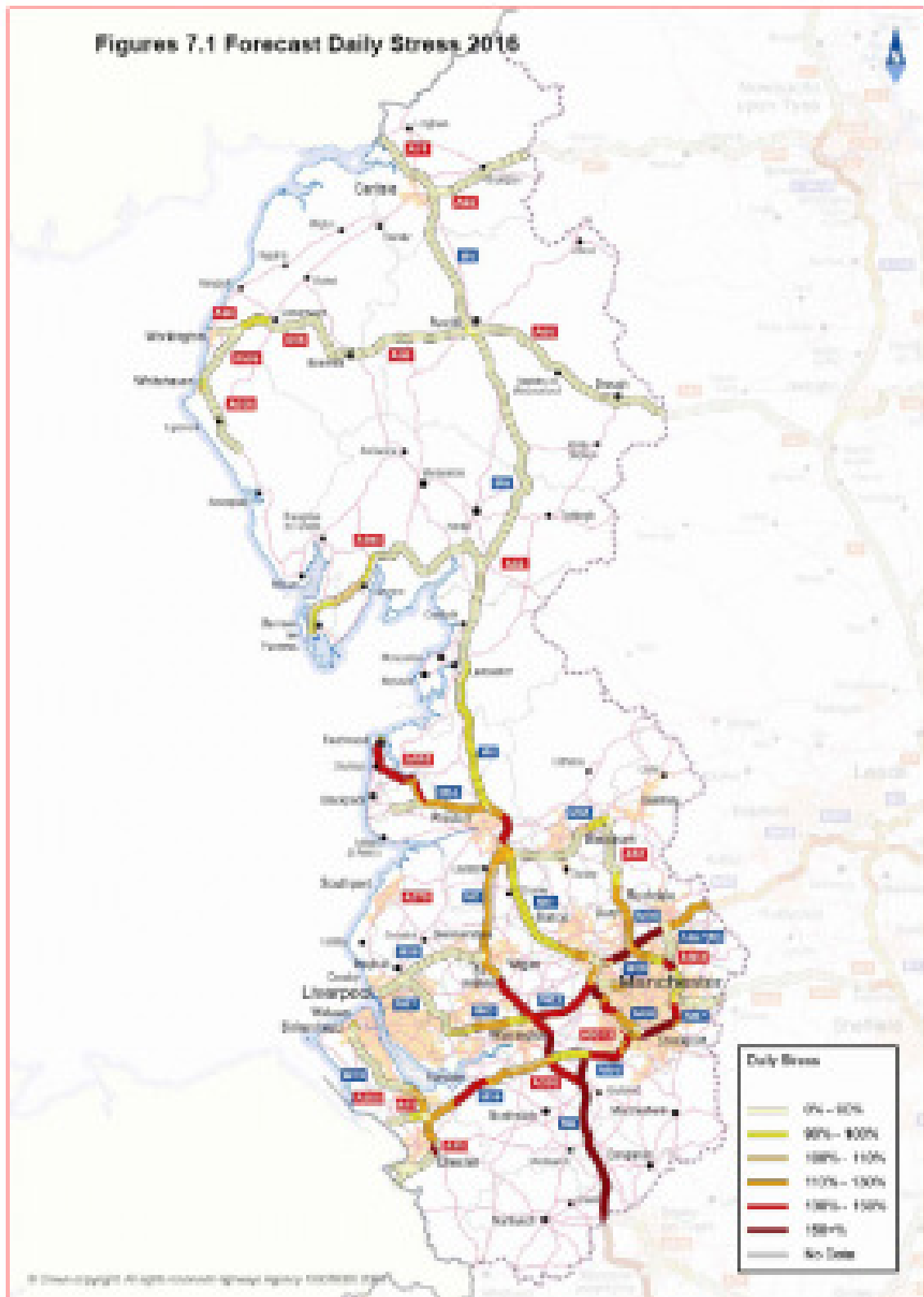
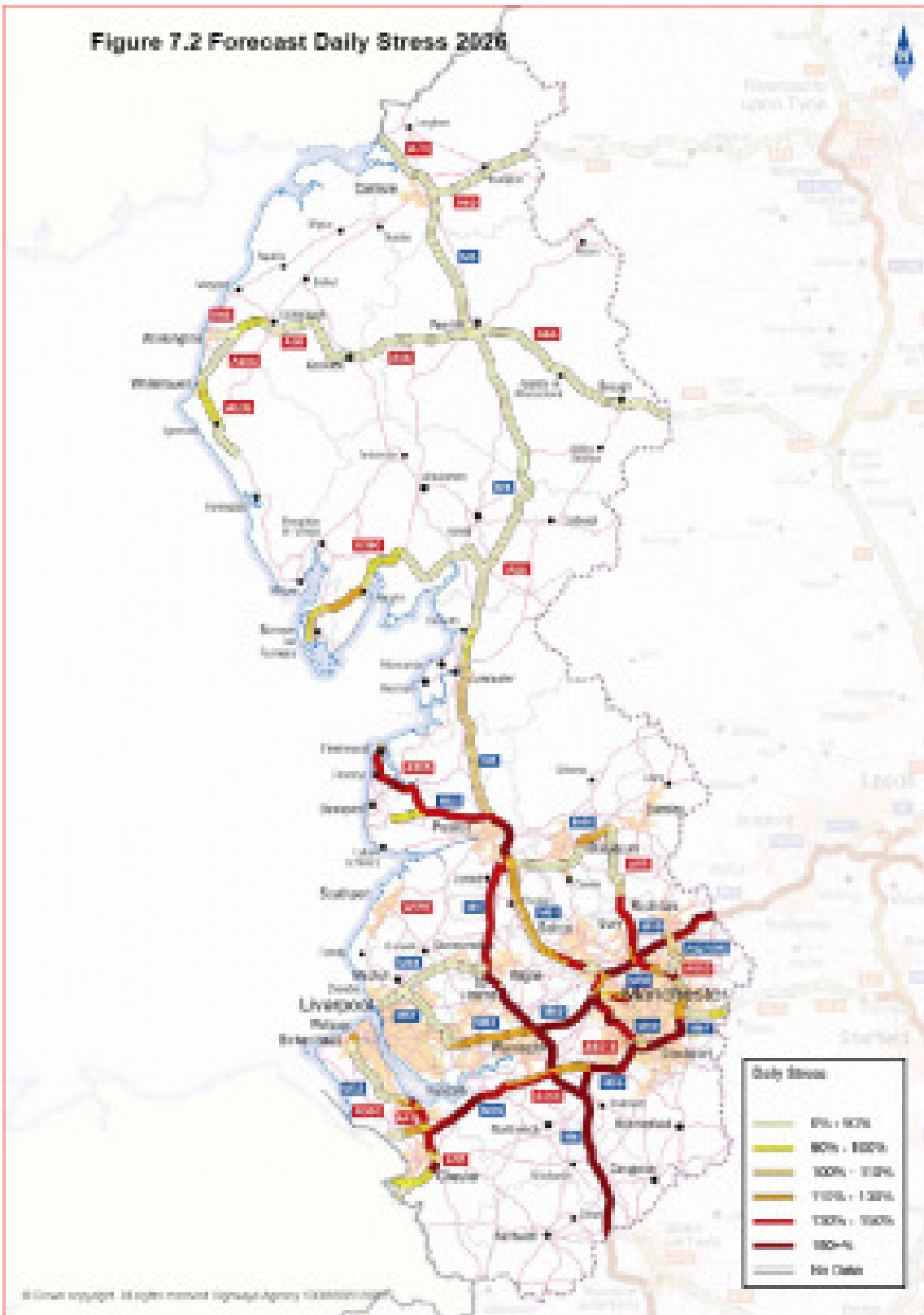


Figure 3.3 Forecast Daily Stress 2016



Picture 3.2 Forecast Daily Stress 2026

3.23 All other roads are managed by the Local Authority. Highway inventory surveys were first started in Warrington in the late 1980s and number databases were established to monitor and record the condition of various assets under the Council's control. Warrington's existing highway inventory surveys

have now been consolidated into a single database containing information on structures, lighting, carriageways, footways, cycle tracks, verges, earthworks, drainage, street furniture, fences and hedges, winter service facilities and traffic control systems. The system holds asset information, ranging from highway condition to accident data, and documents the effect this has on customer enquiries.

Private Car

3.24 Transport infrastructure in Warrington has to deal with considerable traffic movements on a daily basis, particularly in the morning and evening peaks. These traffic movements are growing with development and redevelopment pressures both within and outside the borough. In terms of personal transport, car ownership is higher in Warrington than the rest of the North West with 36% of households having 2 or more cars or vans. In contrast, 21% of households in the borough have no car or van, compared to 30.2% regionally and 26.8% nationally. (2001 Census).

3.25 Traffic crossing an outer cordon around Warrington grew significantly faster than the national average between 1999 and 2003 ⁽³⁾ Development pressures, high levels of car ownership and a fast growing economy have all led to the high level of traffic growth.

Parking Provision

3.26 Warrington Borough Council controls a total of 19 car parks throughout the Borough, serving the Town Centre, District and Local communities. This excludes very small sites and areas attached to public parks, Council depots and most offices but does include the shared car park at the Forge in Stockton Heath. The main public parking provision is concentrated within the Town Centre, though there are major provisions at Birchwood and Westbrook Centres.

3.27 The Council owns and manages a number of car parks in and around the town centre. There are a total of 5616 spaces for public use, of which the Council controls approximately 17% (941 spaces). The number of available parking spaces at these car parks is as follows:

Winwick Street	150 Spaces
Market MSCP (Multi Storey)	531 Spaces
Town Hall (Saturday Only)	106 Spaces
Museum Street North (Saturday Only)	43 Spaces
Old Road	85 Spaces
Pyramid	26 Spaces

Table 2 WBC Town Centre Car Parks

3.28 In addition to the above, there is also a significant number of privately operated car parks around the town centre, most notably the recently reconstructed Golden Square Multi Storey which has around 1700 Spaces. Other car parks include: Bank Quay, Central Station and a number of shops and retail parks such as Dunelm, Aldi, Sainsburys, the Cockhedge Centre and Riverside Retail Park. Many of these car parks are open to the public, but conditions for parking vary at each location. The majority of them are only for public who are using the store facilities. Many of these car parks have limits on usage, may be controlled by either 'Pay and Display' or by other private enforcement.

3.29 The Council also operates a number of car parks outside of the Town Centre. However, within the District Centres of Birchwood, Stockton Heath and Westbrook the majority of car parks are privately operated. These include 1500 spaces at Birchwood Centre and 784 spaces within Stockton Heath (89 at Church Farm and 695 at Morrisons). The only Council operated car park within a District Centre can be found at The Forge in Stockton Heath (shared ownership with NT). The Council operates numerous car parks within the Neighbourhood Centres of Lymm, Culcheth, Latchford and Orford.

Cycle Routes

3.30 In 2007 a guide to cycling in Warrington was produced by Warrington Cycle Forum in conjunction with the Warrington Cycle Campaign and the Council. The guide includes a cycle map which, in addition to specific cycle routes, categorises the entire highway network according to the degree of skill and experience needed for cycling, allowing cyclists to select the routes that are best suited to personal preferences. It has been distributed to every household in the Borough, is on the website, and is widely available in many public locations. It is intended that the map will be updated and redistributed in 2010.

3.31 Warrington's Cycle Map Guide was hailed by the national Cycle Campaign Network as a significant advance on previous mapping and is now the one to emulate. The map categorises the entire highway network according to the degree of skill and experience needed for cycling. It has been distributed to every household in the Borough, is on the website, and is widely available in many public locations. We intend to update and redistribute the map in 2010.

Public Rights of Way

3.32 The existing rights of way network within Warrington reflects historic patterns of travel. It does not cater for all modern day demands. Sections 60 – 61 of the Countryside and Rights of Way Act 2000, which commenced on 21 November 2002 require local highway authorities including Warrington Borough Council to develop proposals to improve and manage their networks to meet the needs of the public, looking at ways in which they can benefit health, transport, recreation, tourism and other local economic needs within the next 5 years. The Council, in partnership with JMP Consulting, has produced a Rights of Way Improvement Plan for the period 2006 - 2011. The document is a statutory requirement for all highways authorities.⁽⁴⁾

3.33 Warrington has a relatively dense network of Rights of Way, compared to areas with similar urban/rural mix.

3.34 Implementation of the Rights of Way Improvement Plan is now underway. A pilot study has recently been completed in the Dallam, Hulme and Bewsey areas. The study specifically considered issues relating to the physical aspects of footpaths, such as; cleansing, surface condition, signing/way-marking, lighting and vegetation control to improve security. Consideration was also given to interdepartmental collaboration and promotion of the various existing routes.

3.35 The needs of a variety of users, including pedestrians, cyclists, equestrians and mobility impaired users were incorporated into audits carried out, to ensure that routes could be accessed by all.

Committed Transport Schemes

Local Transport Plan 2 (LTP2)

Warrington Borough Council prepared its Local Transport Plan 2 (LTP2) in March 2006 following an extensive consultation and engagement process. The LTP2 has now been adopted by the Council and sets out the Council's plans and policies for improving transport in the borough between 2006 - 2011.

LTP2 forms part of a longer term strategy. The strategy was developed for a 10 – 15 year period and identifies a vision for the future of transport in Warrington:

“Over the next 10 - 15 years, transport should support the development of Warrington as a place where communities increasingly enjoy a sense of social, economic, physical and spiritual well-being; they are cohesive and welcome diversity.”

In December 2008 the Council produced a progress report of the Local Transport Plan 2. The report assesses the delivery of LTP2 during its first two years (2006/07 and 2007/08) whilst looking forward to the remainder of the LTP2 period, through to March 2011, in order to review the risks and opportunities

4 Rights of Way Improvement Plan 2006-2011

for the plan's implementation. The table below sets out the updated Capital Spending Programme for 2006 - 2011. The table has been adjusted to take into account the actual expenditure for 2006/07 and 2007/08.

Year	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Integrated Transport						
Warrington T.C Bus Interchange	250	136	0	0	0	386
Public Rights of Way	0	0	50	50	50	150
Pedestrian Crossings	242	245	158	200	205	1050
Rail Access and Integration	13	48	289	25	15	390
Bus Stop Improvements	41	78	49	82	90	340
Cycling Improvements	109	66	137	163	170	645
Greenways	136	250	26	24	105	541
Area Accessibility Improvements	23	80	273	220	225	821
Bus Priority and Congestion Schemes	200	56	351	495	510	1612
Traffic Signal Upgrades	265	308	254	260	240	1327
UTMC Development	75	80	80	85	85	404
Traffic Management and Road Safety	401	509	422	415	450	2197
Safer Routes to School	128	25	109	110	119	491
Cycle Training	17	80	13	24	24	158
Travel Planning and Marketing	0	5	22	14	15	56
Local Transport Plan Studies	120	127	140	152	145	684
Integrated Transport Total	2020	2093	2373	2319	2448	11253
Maintenance						
Road Maintenance	1776	1688	1488	1850	2052	8854
Bridge Maintenance	1021	996	1001	1000	1000	5018
Street Lighting	0	477	300	348	361	1486
Virement of Funds to non-LTP areas (consequence of LTP1 overspend)	0	65	65	65	0	195

Year	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Maintenance Total	2797	3226	2854	3263	3413	15553
Total Local Transport Plan 2 Planning Guideline Spend	4817	5319	5227	5582	5861	26806

Table 3 Capital Spending Programme (£'000s)

Over the 5 years of LTP2 total expenditure will exceed £26 million, with £15 million spent on 'Structural Maintenance' and £11 million on 'Integrated Transport Improvements'.

In addition to capital budgets, the Council uses the Revenue Support Grant to improve and maintain transport infrastructure. Revenue funding for maintenance works is used for routine highway maintenance, street lighting, traffic engineering and the public rights of way network. It also covers structural maintenance of non-principal highways.

Warrington Borough Council has recently secured £1.76m from the Community Infrastructure Fund (CIF). The funding will be used to deliver a package of sustainable transport infrastructure improvements in housing growth sites at Chapelford and Bruche.

The funding was awarded to Warrington after officers, together with support from JMP Consultants, submitted a bid to improve pedestrian and cycle access to housing growth sites within the town. It will be used to finance:

- New and improved pedestrian and cycle ways linking Chapelford to local schools and employment areas
- Improved pedestrian crossing facilities at junctions along Manchester Road (A57)
- Enhancements to the greenway network in Woolston Park
- New pedestrian and cycleway links along Blackbrook Avenue.

It is anticipated that the full package of measures will be implemented by the end of 2010-11 financial year.

The CIF provides funding for transport schemes which are vital to unlocking such housing development sites, and it is hoped that this will enable the acceleration of housing development and improve the sustainability of these locations of housing growth.

Local Transport Plan (LTP3)

The Borough Council is now in the process of producing its third LTP. The LTP sets out the transport policies adopted by the Council together with a costed plan for implementing schemes to support the policies and indicators and targets against which progress will be measured. We are approaching the end of the current LTP (LTP2) and officers have started the process of developing LTP3. The authority must have LTP3 in place by the 1st April 2011. It is vital that the document's preparation is advanced in conjunction with the production of the Core Strategy. It is currently envisaged that formal consultation on both documents will take place in September/October 2010.

4 Utilities Infrastructure

National Grid

4.1 National Grid is a leading international energy infrastructure business

4.2 Overall the National Grid has informed the Council that distribution of new housing growth in Warrington Borough Council’s administrative area will not have a significant effect upon National Grid’s infrastructure which includes both gas and electricity transmission. It is unlikely that any extra growth will create capacity issues for National Grid given the scale of these gas and electricity transmission networks. The existing network should be able to cope with additional demands. The electricity and gas distribution companies in the Warrington Borough Council area are National Grid Gas Distribution and Scottish Power Energy Networks. These suppliers have been contacted to gain for further information regarding constraints and opportunities that the distribution networks may have on growth in the area. The transmission network operates at a much more strategic level.

Gas Supply

Gas Distribution

4.3 National Grid also owns and operates approximately 82,000 miles of lower-pressure distribution gas mains in the north west of England, the west Midlands, east of England and north London – almost half of Britain’s gas distribution network, delivering gas to around 11 million homes, offices and factories. National Grid does not supply gas, but provides the networks through which it flows. Reinforcements and developments of our local distribution network generally are as a result of overall demand growth in a region rather than site specific developments. A competitive market operates for the connection of new developments.

Gas Transmission

4.4 National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales that consists of approximately 4,300 miles of pipelines and 26 compressor stations connecting to eight distribution networks. National Grid has a duty to develop and maintain an efficient coordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

4.5 New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers. Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.

4.6 National Grid has the following gas transmission assets located within the administrative area of Warrington Borough Council:

Pipeline	Feeder Detail
1038	15 Feeder Crank / Warrington
2617	21 Feeder Warrington / Warburton Fenceline
2682	21 Feeder Mawdesley / Warrington

Table 4 Gas Transmission

Electricity Supply

Electricity Distribution

4.7 National Grid, as the holder of a licence to transmit electricity under the Electricity Act 1989, has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system of electricity and to facilitate competition in the supply and generation of electricity.

4.8 National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. National Grid do not distribute electricity to individual premises, but their role in the wholesale market is key to ensuring a reliable and quality supply to all. National Grid's high voltage electricity system, which operates at 400,000 and 275,000 volts, is made up of approximately 22,000 pylons with an overhead line route length of 4,500 miles, 420 miles of underground cable and 337 substations. Separate regional companies own and operate the electricity distribution networks that comprise overhead lines and cables at 132,000 volts and below. For Warrington, Scottish Power are primarily responsible for distribution of electricity in the borough although United Utilities distribute electricity north east area of the borough.

4.9 To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply. Often proposals for new electricity projects involve transmission reinforcements remote from the generating site, such as new overhead lines or new development at substations. If there are significant demand increases across a local distribution electricity network area then the local network distribution operator may seek reinforcements at an existing substation or a new grid supply point. In addition National Grid may undertake development works at its existing substations to meet changing patterns of generation and supply.

Electricity Transmission

4.10 National Grid's high voltage electricity overhead transmission lines / underground cables within Warrington Borough Council's administrative area that form an essential part of the electricity transmission network in England and Wales include the following:

4.11 4ZF line, 275,000-volt route from Rainhill substation to Frodsham substation.

4.12 The following substations are also located within the administrative area of Warrington Borough Council:

- Fiddlers Ferry substation - 275kV

Overall Capacity - Gas & Electricity Supply

4.13 Information received from providers detail that developments in Warrington should not in principle represent a major issue for National Grid's electricity or gas transmission network. The precise nature of the influence of the proposed developments on gas and electricity infrastructure will need to be determined by developers via discussion with the relevant gas and electricity Distribution Network Operators (DNOs) and National Grid. National Grid will then discuss any requirements for transmission system reinforcement with the DNOs

Water Supply

Current supply configuration and recent improvements

4.14 Warrington is predominantly supplied from large diameter trunk mains which transports treated water sourced from Lake Vyrnwy in North Wales and the River Dee. The northern area of Warrington is supplied with water from local groundwater sources. A capital project has recently been completed which brought back into service two existing borehole sources which are treated at a new membrane

filtration plant to provide drinking water of the highest quality to our customers. This work will mean that future growth and demand on the water network system in the northern area of Warrington can be met.

4.15 There are a number of treated water reservoirs within Warrington which provide adequate storage for customers but there are some areas where development growth has meant that some water mains are now running at full capacity during peak demands. Minor reinforcement of the network at Loushers Lane has provided a short term measure to support supplies to the town centre.

Investment planned up to the end of 2009

4.16 The majority of investment will be in south Warrington. A new trunk main is currently being laid from Hillcliffe service reservoir to improve supplies to Warrington town centre. In addition, another new trunk main is planned which will improve security of supply by providing an alternative link from our regional sources into Hillcliffe service reservoir. This project is expected to start on site in late 2009.

4.17 Customers in the west and east of Warrington are supplied via a trunk main connected to our regional supplies. This trunk main is prone to bursts in a section near to Winwick Road. A new section of trunk main will be laid to bypass the problematic section to protect our customers from interruptions to their supply.

Investment planned from 2010 -2015

4.18 United Utilities are currently developing their company business plan which details investment plans for the period 2010 to 2015. There are a number of large strategic projects planned for Warrington but these will only be realised if UU is granted support by regulator OFWAT. The projects include:

- Converting existing infrastructure to allow more water from south Warrington to cross the ManchesterShip Canal into the town centre.
- Laying a new trunk main to support north Warrington by bringing in regional supplies.
- Further improvements to the trunk main which supplies west and east Warrington

Waste Water & Drainage

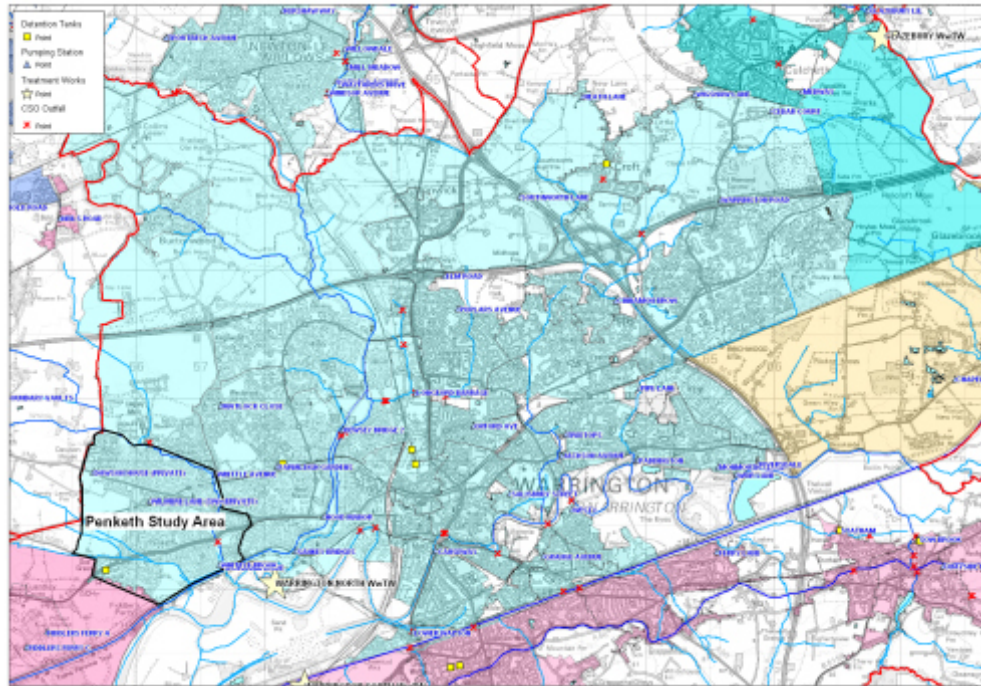
Waste Water

4.19 United Utilities are currently undertaking a modernisation programme of infrastructure investment improvements for the Warrington area, spending around £9 million to maintain the water supply system. Between 2005 and 2010 United Utilities will invest more than £8 million to improve and maintain wastewater treatment works in the Warrington area to deliver cleaner rivers, streams and coastal bathing waters. More than £10.3 million will also be invested to prevent sewer overflows into local rivers and streams, £600,000 improving and maintaining the local sewer network and a further £1.5 million will be invested to help prevent sewer flooding to customer properties.

Drainage

4.20 The drainage areas north of the Manchester Ship Canal are served by a network of separate and combined sewers and network pumping stations draining to the wastewater treatment works at Gatewarth. The town centre drainage is predominantly combined. Treated final effluent and storm water is pumped to an outfall on the River Mersey.

4.21 The drainage areas south of the Canal are more rural with development centred on the A49 road. The area is served by a network of separate and combined sewers and network pumping stations draining to the wastewater treatment works at Moore. Treated final effluent and storm water from the works discharges to the Manchester Ship Canal.



Picture 4.1 Location of Penketh Study Area and Flood Zones within Warrington

4.22 Hydraulic modelling of the drainage system in Warrington is also in progress. Integrated modelling of the Great Sankey/Penketh area, incorporating river flow and ground level data from the Environment Agency, has been completed. Flood alleviation proposals comprising three separate projects including improvement to Whittle Brook pumping station and large diameter storm water outlet to the River Mersey are scheduled for completion in 2011.

4.23 Hydraulic modelling in the north west area of Sankey/Dallam and Longford Brooks has been completed and discussions with the EA are in progress to integrate and enhance the model to gain a more complete understanding of the flooding mechanisms in Dallam and Orford. A project to improve the quality of the storm discharge to the Sankey Brook at Bewsey Bridge pumping station is in progress and will be completed in 2009. A further project to improve the discharge to the Longford Brook at the Longford Barrage will be completed in 2010.

4.24 Hydraulic modelling is in progress in the north east area and will be completed next year (2009). Modelling in the area south of the MSC will follow.

4.25 Proposals to refurbish wastewater pumping stations including Bewsey Bridge, Paddington, Orford and Westy will be included in the price review for the next investment period 2010 – 2015.

4.26 The regional spatial strategy predicts steady population growth for the 2017 design horizon but beneath the 'trigger point' for treatment work expansion. Additional processes will be added at Gatewarth in the period up to 2010 to meet more stringent environmental drivers for discharges to the Mersey Estuary.

4.27 United Utilities also plan investment in the next five years to maintain serviceability levels for treatment works, pumping stations and infrastructure assets.

Minerals & Waste

4.28 The Borough continues to make a significant contribution to meeting regional and sub regional waste disposal needs in terms of landfill. There are currently 5 operational sites for the disposal of waste. The most significant are located at Arpley and Rixton where substantial volumes of municipal, commercial and industrial wastes are deposited. The Risley landfill site will cease to accept waste in

October 2010 following which the site will be restored. Two sites at Southworth Quarry and Woolston handle primarily inert construction and demolition wastes. The Borough provides three household waste recycling centres and there are three privately owned and operated waste transfer stations.

4.29 There are three operational quarries within the Borough. Southworth Quarry extracts sandstone whilst two sites at Rixton extract clay. Several sites at Rixton have planning permissions for long term clay extraction but these are not yet operational. Potential areas for sand and gravel extraction within the Borough have been highlighted and these will be addressed within the emerging Core Strategy. The Borough also contains an active coal bed methane operation.

Renewable Energy

4.30 There is currently only one wind turbine in the borough at the North West Development Agency (NWDA) offices on Centre Park that produces 0.02 MW of electricity.

4.31 There are three sites in the Borough that produce electricity from landfill gas. Risley produces approximately 10MW, Butchers Field 0.3MW and Arpley 11MW. This gives an annual total of approximately 21.3MW per year.

4.32 In addition Fiddlers Ferry Power Station, which is a coal power station generates up to 10% of its electrical output (approximately 200 MW) from biomass fuel (ie. Coconut husks and wood pellets). However, this level fluctuates dependant upon the price and availability of the fuels and is currently significantly lower than 10%.

4.33 There are a further two wind turbines (Tesco and Fiddlers Ferry) that have been granted planning consent but have not, as yet been implemented. These would have a capacity of 0.006 MW each.

4.34 It should be noted that whilst the use of landfill gas at the three landfill sites and biomass at the Fiddlers Ferry power station contributes to the UK Government's national carbon reduction target the majority of this electricity goes into the national grid and is not necessarily consumed within the Borough.

Telecommunications

4.35 Several attempts have been made to contact British Telecom (BT) to obtain infrastructure capacity information for the Warrington area. However this has not been successful.

4.36 In terms of future capacity to support the spatial strategy, the licence under which BT operate requires them to provide network capacity upon request only, and this tends to be done directly with developers. Developers will be encouraged to contact BT at the earliest opportunity.

4.37 BT has an extensive and complex underground network and will help to plan the necessary provision of infrastructure to ensure supplies to new development. This may involve the installation of ducts and main cables that will connect developments to phone line and broadband services.

Mobile Telecommunications

4.38 Telecommunications operators are required to provide local planning authorities with an annual report identifying proposed development and areas where development pressure may arise in order to deliver require levels of coverage.

4.39 Within Warrington Borough (as of August 2009) the number of masts / antenna installations per operator were as follows;

3 (Hutchison 3G)

- Total of 33 sites
 - 32 sites already built
 - 1 site planning permission granted

Utilities Infrastructure

Orange

- Total of 46 sites
 - 39 sites already built
 - 6 sites planning permission granted
 - 1 site proposed

O2

- Total of 38 sites
 - 37 sites already built
 - 1 site proposed

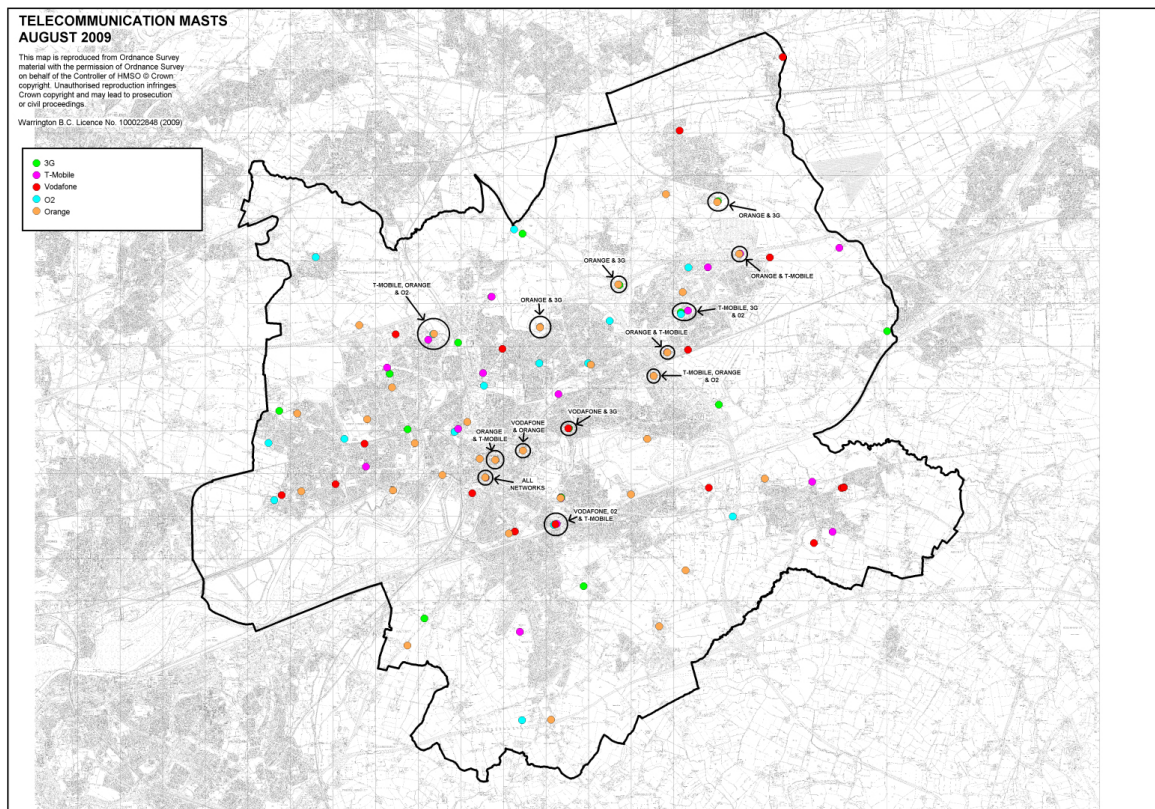
T-Mobile

- Total of 32 sites
 - 29 sites already built
 - 2 sites planning permission granted
 - 1 site proposed

Vodafone

- Total of 42 sites
 - 39 sites already built
 - 1 site planning permission granted
 - 2 sites proposed

4.40 The map below provides an indication of the location and number of telecommunication masts within the borough of Warrington.



Picture 4.2 Telecommunications Mast August 2009

Telecoms Summary

4.41 The difference in existing and proposed installations when comparing the operators is indicative of the variation in development of network coverage and priorities in the Warrington area. The established operators - O2, Orange and Vodafone appear relatively well covered throughout the borough as in 2005/06, 2006/07 and 2007/2008, with only a small number of installations required in 2008/09, this status has been achieved through a long term rollout strategy numbering 5+ years. T-Mobile and 3 (Hutchison 3G) appear to have been more reserved in their rollout of 3G and therefore had less time to establish. The lower number of existing sites for these operators indicates a higher requirement for additional installations to achieve a quality of network coverage equaling the other operators. To resolve this case officers are attempting through correspondence to provide guidance on appropriate sites. It should be noted that in accordance with PPG8, where possible, existing masts for site share will be utilised for required installations, therefore minimising the number of new masts in the Borough.

ICT & Broadband

4.42 Warrington currently has good access to broadband facilities and is now moving towards Next Generation Broadband Access (NGA) for homes and businesses in the borough. NGA technology allows much faster broadband than is currently available. It has the potential to bring about significant benefits to the region, particularly across business sectors that are information intensive, by improving links between UK and international businesses.

In 2009, BT announced that 71% of exchanges in Warrington phone and broadband lines will be enabled for 'next generation broadband' services as part of the company's '21st Century Network'. New equipment installed by BT will allow more than 53,000 lines to be upgraded in Warrington. This is a major asset for companies located in Warrington and could attract new investment in the borough.

5 Social Infrastructure

Health

The PCT within Warrington aims to:

"To improve health of everyone living in Warrington"

5.1 The trend in Warrington is of improving health and although the rate of improvement is faster than England as a whole, deaths from all causes are currently 7% above the English average. The gap between Warrington and England averages is narrowing but there is still some way to go, particularly with the over 65s (Data Source: Health Profile of Warrington 2007).

5.2 Increasing obesity and alcohol consumption as well as an ageing population could be fuelling a "time bomb" of future ill health. In addition, the gap between the rich and the poor is not closing.

5.3 Warrington has marked variations in affluence within the town. Areas of greater deprivation experience higher levels of ill health. There is a 22% difference in rates for all causes of death between inner and outer Warrington.

5.4 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 the central area of town. The super output areas within the most deprived quintile nationally have a population of approx 28,100 - 14% of Warrington's total population. (Strategic Commissioning Plan 2009/10 - 2013/14)

5.5 Information on lifestyle is not routinely collected through any standard data source. Information on lifestyle factors has been taken from the 2006 Health, Lifestyle and Community Survey commissioned to better understand local health need and health related behaviours within Warrington.

5.6 The PCT has established a number of goals and priorities within their recent strategic report published March 2009. These include:

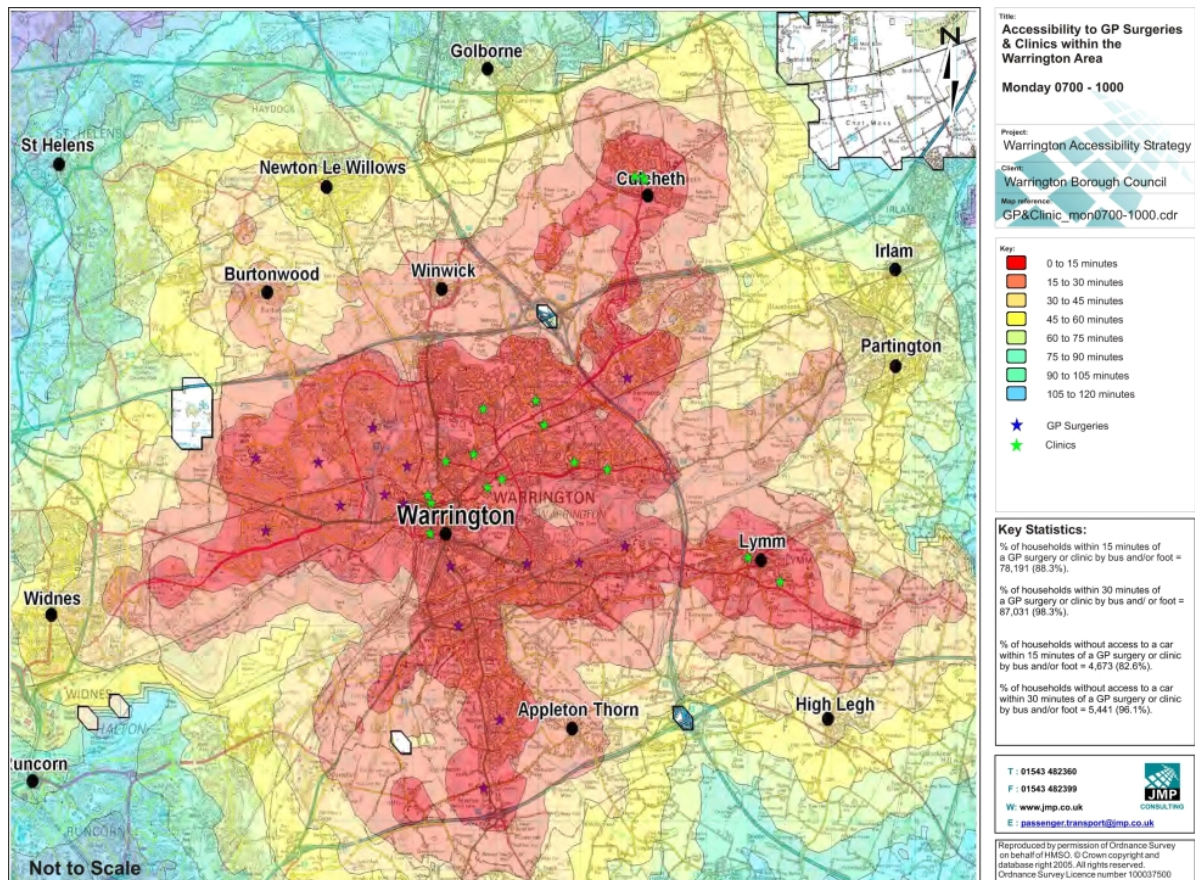
Four Strategic Goals:

- Improve healthy life expectancy as well as life expectancy of all, and reduce inequalities in health
- Prioritise earlier interventions in care pathways to keep people well and maximise health for all
- Improve the quality, safety and patient experience for all commissioned services
- Optimise resource use and health outcomes whilst achieving sustained financial balance

Seven Key Priorities:

- Increase resources into prevention, "staying healthy" and reducing inequalities
- Improve access to planned care and reduce inappropriate acute hospital admissions and attendances
- Support Long Term Condition prevention and management
- Improve the health outcomes of older people
- Improve the health outcomes of children
- Develop local integrated services that provide care in the most appropriate settings and optimise patient convenience and choice
- Achieve higher levels of efficiency and effectiveness within care pathways by bringing investment, needs and outcomes into line, focusing initially on:
 - Cardiovascular disease
 - Alcohol misuse and incidence of digestive disorders
 - Respiratory disease (COPD)
 - Mental health

5.7 The borough has a good provision and distribution of local services to serve the community.



Picture 5.1 Accessibility to GP Surgeries & Clinics within the Warrington Area

5.8 The location and accessibility of GPs, surgeries and clinics are shown on the map above.

The Warrington health system comprises:

- 29 GP practices in 37 surgeries
- 25 General Dental Practitioners
- 41 Pharmacies
- 19 Optician Sites
- North Cheshire Hospitals NHS Trust (NCHT) provides services at Warrington General Hospital and Halton Hospital and manages over 3800 staff. The Trust achieved financial balance last year and is aiming to achieve foundation status in 2008
- 5 Boroughs Partnership NHS Trust (providing mental health services from Hollins Park Hospital and a range of community facilities and home based services)
- Warrington Community Services Unit (part of the PCT acting as an “arms length” organisation delivering community services)
- Independent providers of acute services (Spire Cheshire, Cheshire & Merseyside Treatment Centre), mental health, drug and alcohol treatment and a range of community services and nursing care
- Specialist hospitals outside Warrington (providing specialist services that cannot be delivered locally)
- One Hospice (St Rocco’s)

Education

5.9 Warrington has 72 Primary Schools which includes a mix of community and church aided, infant and junior schools 4 of which also provide additional support units for children with additional needs.

5.10 The proportion of pupils achieving Level 4 or above in Key Stage 2, the combined percentages for the three subjects of English, Maths and Science, place Warrington 5th highest in the country in 2005. In 2006, 61% of primary schools in Warrington achieved above then national average for Key Stage 2 attainment levels.

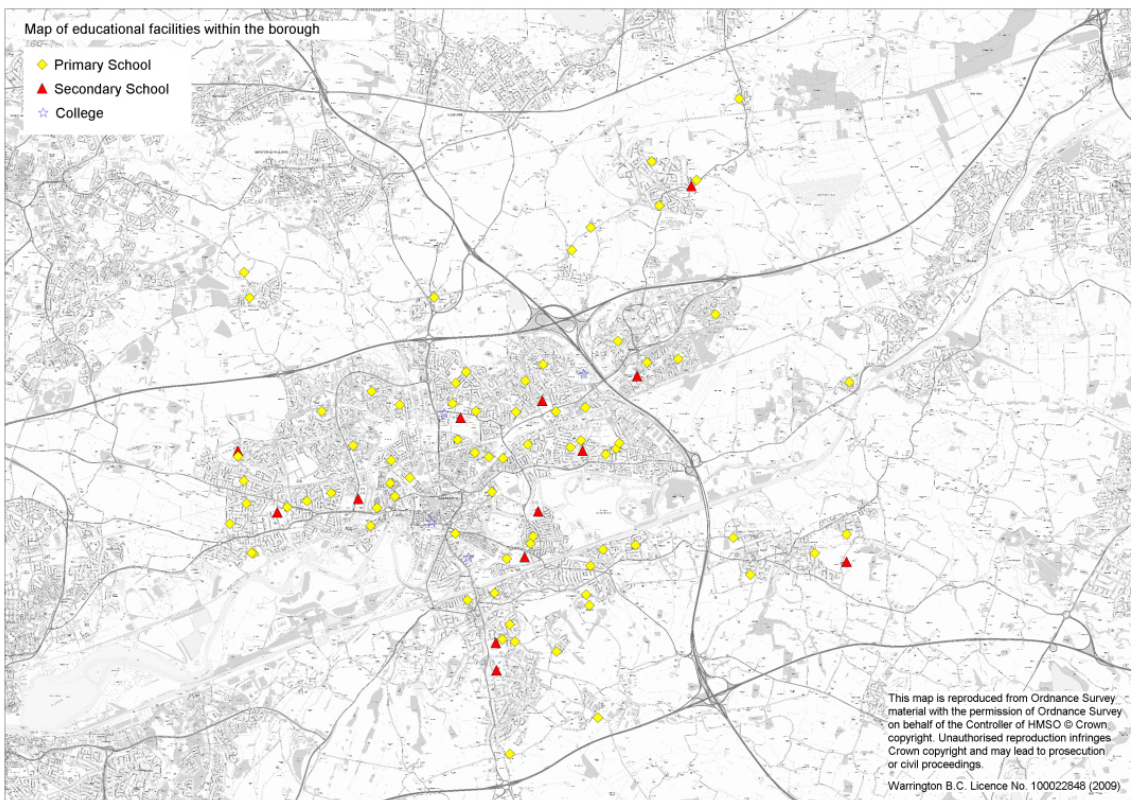
5.11 There are 12 secondary schools, 10 of which hold a specialist status in a specified curriculum area and 7 of which provide Sixth Form education. There is a Pupil Referral Unit which caters for excluded pupils, 2 Special Schools for children with additional needs and one residential special school for children with emotional & behavioural difficulties which cater for pupils aged 5 - 19. The proportion of pupils in Warrington achieving Level 5 or above at Key Stage 3 has increased between 2002 and 2005 and remains consistently higher than equivalent national averages for the three subjects of English, Maths and Science. In 2006, 5 out of the 14 secondary schools in Warrington achieved higher than the national average of the number of pupils who achieved 5 or more GCSE grades A*-C including English and Maths.

5.12 There are also good opportunities for further and higher education in the borough. The town has 9 further education schools and colleges, four of which have achieved higher than both the national and local authority average for A/As achievement.

5.13 Priestly College and Warrington Collegiate also provide adult education facilities offering a number of courses including HNCs HNDs, professional qualifications and apprenticeships.

5.14 Chester University has a higher education campus at Padgate which provides a range of degrees including, business, media and education.

5.15 Most local facilities are seen as easy to get to (source: Best Value General Residents Survey 2006). The most difficult facilities to access were considered to be: cultural facilities (42% say they are difficult to access), council or neighbourhood offices (26%) and the local hospital (25%).



Picture 5.2 Educational Facilities within Warrington

Building Schools for the Future

5.16 Warrington Borough Council has today been awarded a multi-million pound investment as part of a national Building Schools for the Future (BSF) programme to regenerate and rejuvenate four more high schools in the town.

5.17 Almost £30million has already been invested at Culcheth High School as part of the BSF programme, and it was announced today four more schools will benefit over the next four years.

Work will start at the following schools from summer 2011 onwards:

- William Beamont High School, Orford (rebuild)
- Penketh High School, Penketh (rebuild)
- Lysander High School, Padgate (modernise)
- Sir Thomas Boteler CE High School, Latchford (modernise)

Emergency Services

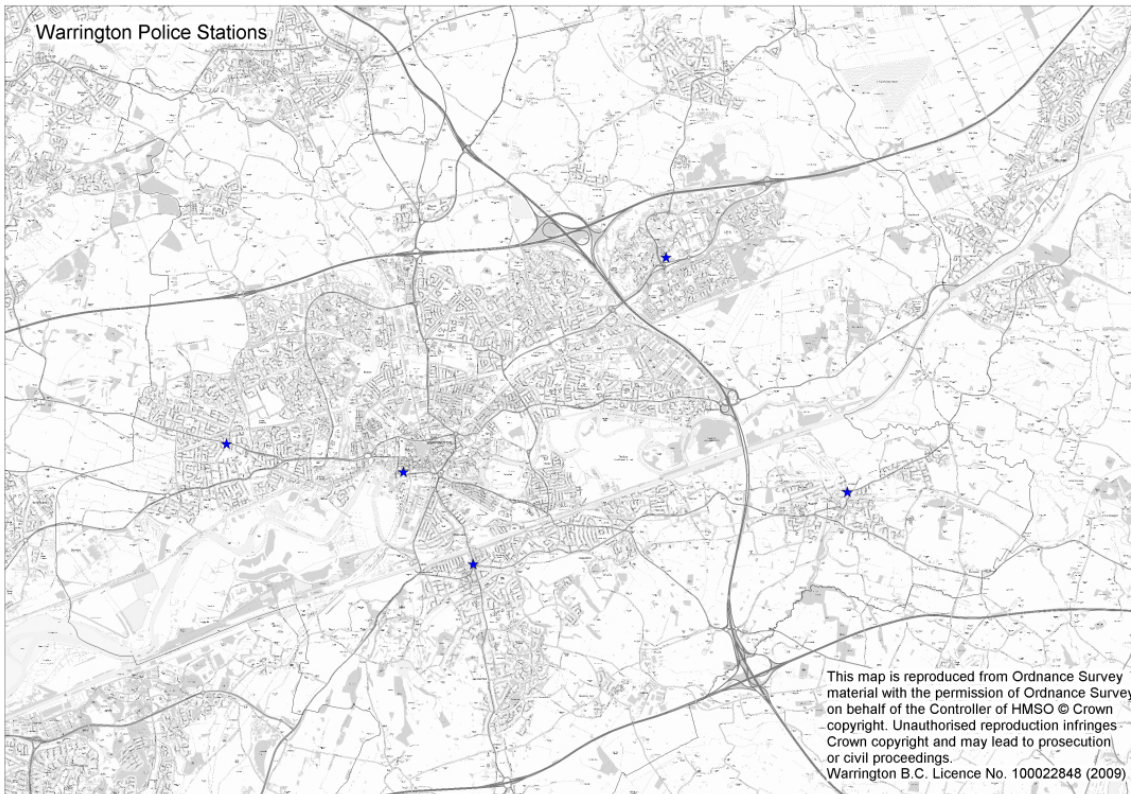
Police Service

Warrington has three police stations, based in the centre of Warrington, Sankey and Stockton Heath.

The police aim to remove the possibility and opportunities to commit crime. Police officers tend to operate in areas, and therefore requirements and expertise can be directed to an area as and when required.

Neighbourhood Policing Teams (NPTs) in Warrington, deliver local policing by involving the community in identifying local priorities. NPTs work with local people and other organisations to solve community problems, reduce crime, nuisance and disorder.

Future police services within the borough aim to create community hubs.



Picture 5.3 Warrington Police Stations

Ambulance Service

Warrington's ambulance service is provided by the Mersey Regional Ambulance Service. Across the region the NHS Trust employs more than 1,300 staff and provides two main services to the residents of Cheshire and Merseyside:

- The *Emergency Paramedic Service*, which responds to the medical needs of our population including 999 calls and urgent requests for hospital admissions by GPs.
- The *Patient Transport Service*, which transports non-emergency patients to hospital and other treatment centres.

Fire Service

Warrington has three fire stations, based in the centre of Warrington, Birchwood and Stockton Heath as depicted by figure 5.4. The overall aim of the the service within Warrington, is to work towards making the communities within the area served by Cheshire and Rescue safer, and to deliver the service vision of zero preventable deaths.



Picture 5.4 Fire Stations within Warrington

Community Centres

Children's Community Centres

5.18 Children's Centres are useful resources for parents, parents-to-be, their babies, toddlers, young children and the rest of the family.

5.19 Warrington Borough Council and its partners want to make sure that all children in the area have the opportunity to reach their potential.

5.20 Every community in Warrington will have access to Children's Centre services by 2010. There are currently 11 Children's Centres in Warrington:

- Dallam Children's Centre - Boulting Avenue, Dallam
- Sandy Lane Children's Centre - Sandy Lane, Orford
- The Orchard Children's Centre - Hilden Road, Padgate
- Westy Children's Centre - Tinsley Street, Latchford
- Burtonwood Children's Centre, Green Lane, Burtonwood
- Callands Children's Centre, Callands Road, Callands
- Grappenhall Heys Children's Centre, Stansfield Drive, Appleton
- Lymm Children's Centre, Lymm Library, Davies way, Lymm
- Sankey Valley Children's Centre, Dorchester Road, Great Sankey
- Sunshine Children's Centre, Beamont Primary School, O'Leary Street
- The Woodlands Children's Centre, Admirals Road, Birchwood

5.21 These centres provide early education, childcare, health services, family support and learning opportunities in some of the inner areas of the town.

Elderly Community Centres

5.22 There are two types of community centres that are provided within Warrington for the elderly. They are:

- Structured Day Care
- Community Day Care

5.23 The use of such facilities is up to capacity and on average 440 patients visit the structured day care centres and 480 people visit the community day care centres.

5.24 There are increasing commitments to provide care for people with mental health problems, this is as a result of Hollins Park day centre closing and therefore it has created issues with the number of people attending the centres with mental health problems.

List of centres:

Structured

- Woodleigh Day Centre
- Sandy Lane Day Centre
- Woolston Hall Day Centre
- Mosslands Day Centre

Community Day Care

- Oughtrington Community Day Care
- Whitecross Community Day care
- Avery Close
- Sankey Manor 1 (Bewsey barnes)
- Sankey Manor 3 (Meeting Lane)
- Aged Persons Centre
- Westy
- Broomfields
- Radley Common

Voluntary Sector

5.25 Warrington Council for Voluntary Service (CVS) is a charity organisation, which offers a range of services to voluntary and community groups across the Borough. The service offers a variety of core functions including information and support for voluntary groups, practical service, networking, representation and partnership. The CVS is committed to "Supporting the development of the voluntary sector" and aims to enhance the work of local voluntary and community groups and organisations.

5.26 There are approximately 1100 voluntary organisations in Warrington, and there are two main types of groups, communities of interest and community of place. It is estimated that voluntary groups within the borough contribute roughly about £70million to the local economy per year.

Social Services

5.27 Social care support within the Borough aims to provide support for the individual rather than physical facilities.

5.28 There are three main types of social care within Warrington:

- Care for older people
- Care for children
- Care for adults

Social Infrastructure

5.29 Social care support is available 24 hours a day ensuring that an out of hours social worker is available. There is a dedicated team including a specialist in mental health and support workers who are able to provide additional support as and when required.

5.30 Adult's social services included 6 older peoples groups and 3 adults groups including - learning, mental and disabled. There is also an independent living services team (ILS) that enables occupational assessments to be completed to try and provide care within the recipient's home.

5.31 Hollins Park is the main facility for mental health issues. As a borough the emphasis is on the provision of support within the borough however there are some issues with regards to throughput and therefore it is not necessarily an issue with capacity but more the need to assess and treat patients.

Faith Groups

5.32 Faith communities, of traditions recognised by national bodies, but located in Warrington include the Christian, Hindu, Muslim and Sikh faiths.

5.33 Warrington Council of Faiths was founded in 2003 and operated on the mission "to build a mutual understanding of the various faiths within the community in order to contribute to community well being and develop a more tolerant society for the benefit of all."

Custodial Services

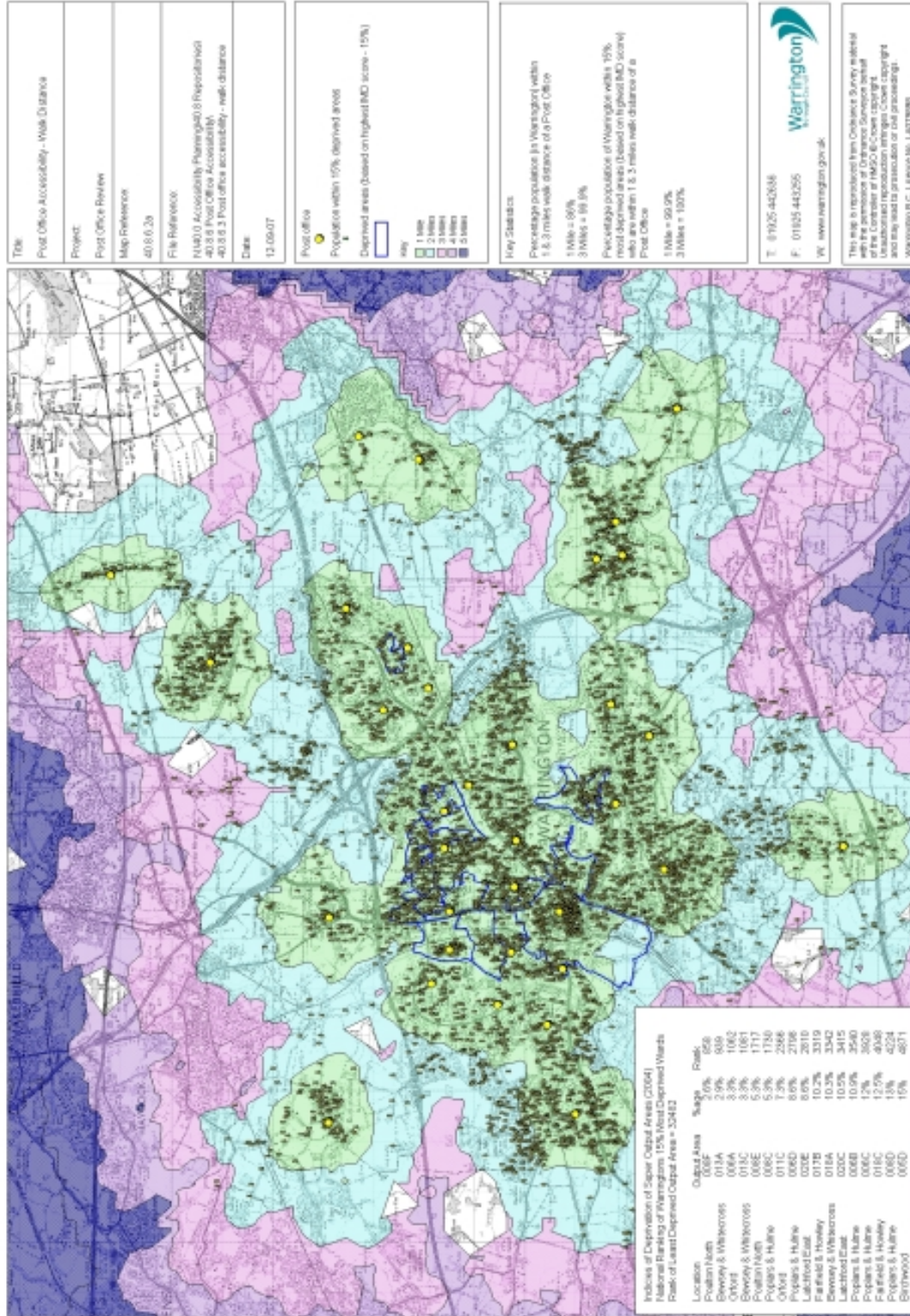
5.34 The Borough has one HM prison (Risley Remand Centre) which is a Male category C training prison with an integrated VP (Vulnerable Prisoner) regime with access to the Sex Offender Treatment Programme.

5.35 The Borough also supports a youth offenders centre called Thorn Cross. Thorn Cross is a purpose built open young offender institution opened in 1985 on the site of a former Royal Naval Air Station which was initially used as an open adult establishment.

5.36 Thorn Cross provides for a wide range of training and education courses. The emphasis of these courses is to link to either employment or training opportunities on release, while also addressing individual Skills for Life needs. Courses offered include Construction Crafts, Motor Vehicles, Horticultural courses, Hospitality and Catering and Rail Construction NVQ Level 2. Thorn Cross has a number of partnerships with national and local employers which offer opportunities for work placements prior to and on release. Offending Behaviour Programmes including ETS, SDP, Anger Management and CARATS are also available.

5.37 There are no further plans within the Borough to provide additional custodial services.

Post Offices



Picture 5.5 Post Office Accessibility (Walking Distance)

5.38 The map above provides an indication of local accessibility to post offices.

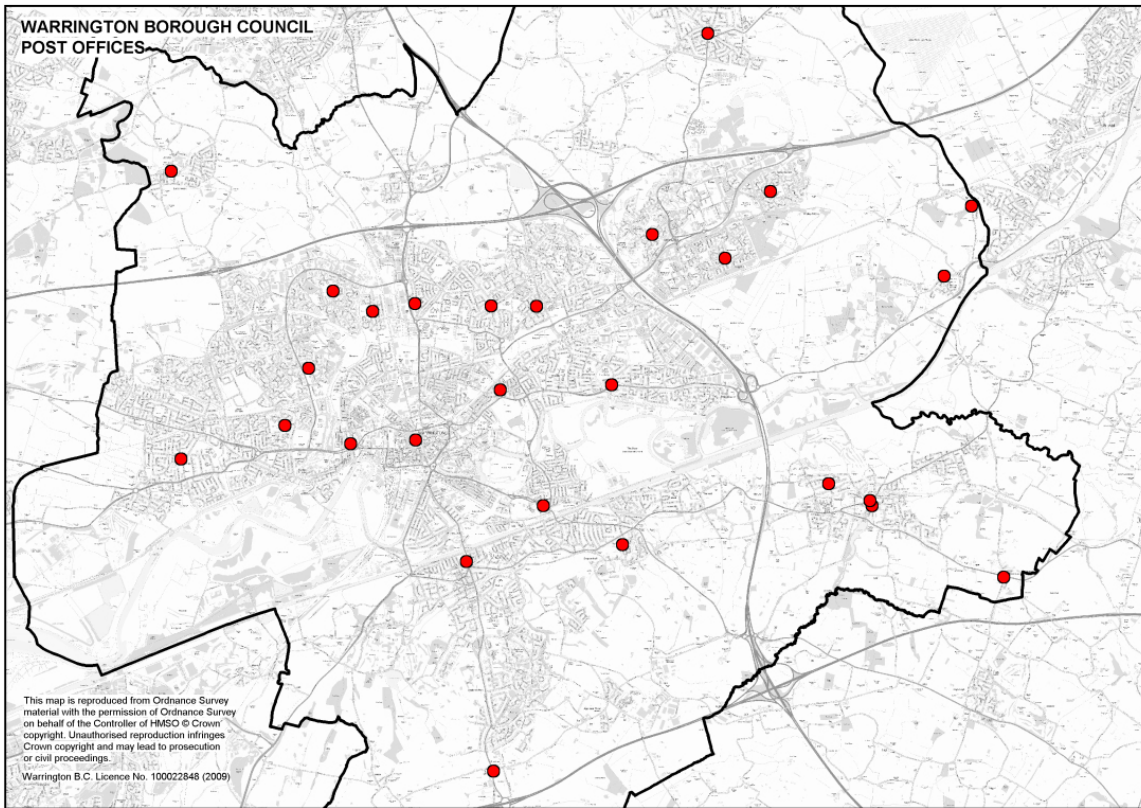
The Government has recognised that fewer people are using Post Office branches, and it has therefore concluded that the overall size and shape of the network of Post Office branches needs to change.

Post Office Ltd has recently undertaken a Network Change Programme to implement the measures proposed by the Government. The Programme involves the compulsory compensated closure of up to 2,500 Post Office branches (out of a Network of 14,00 branches), with the introduction of about 500 service points known as “Outreaches” to mitigate the impact of the proposed closures.

In Warrington the programme concluded that 5 Post Offices would close in the borough, these were:

- Station Road, Padgate
- Booths Hill Lymm
- Glazebury
- Orford Lane
- Sankey Green
- Winwick

The map below shows the current locations of post offices in the borough



Picture 5.6 Post Office Locations within the Borough

Convenience Shopping

5.39 Warrington has three district shopping centres. Birchwood to the east, Westbrook to the west and Stockton Heath to the south of the town.

5.40 There are 8 neighbourhood centres, these are:

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

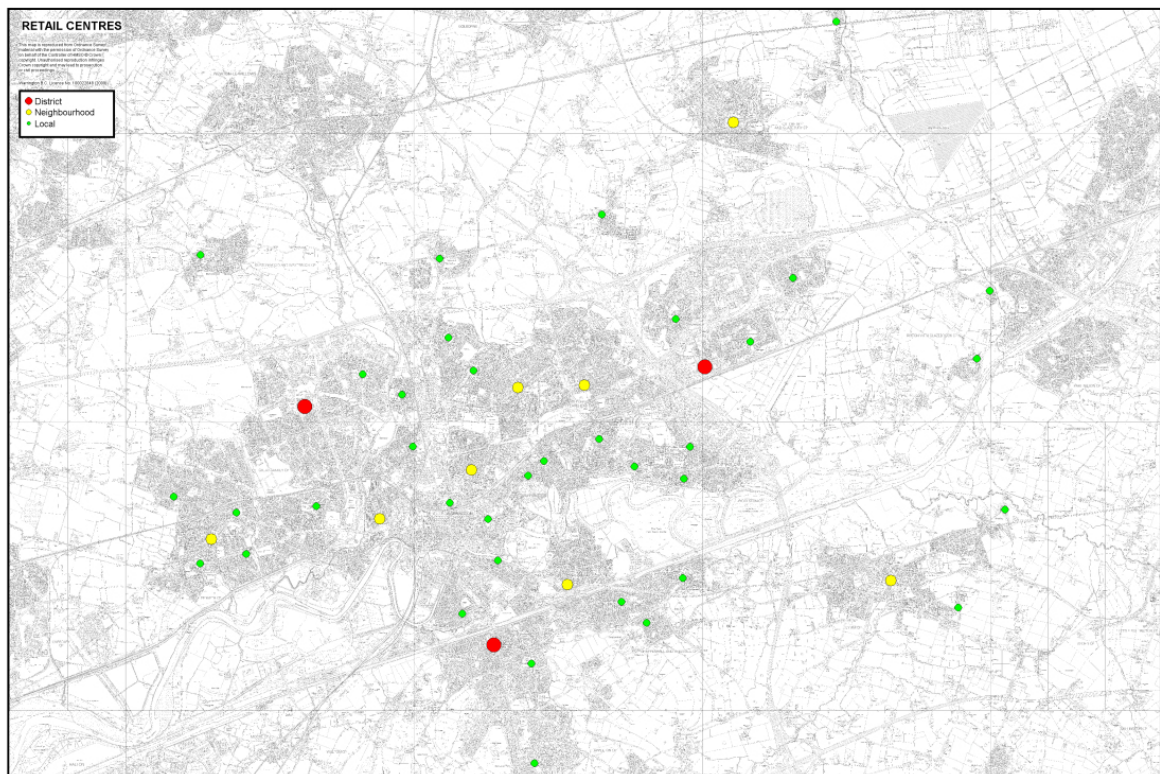
5.41 There are also 33 local centres within the town.

- Barley Road, Thelwall
- Bridge Lane, Appleton
- Bruche Heath Gardens
- Burtonwood Village
- Callands Local Centre
- Church Street, Howley
- Cotswold Road, Poplars
- Croft Village

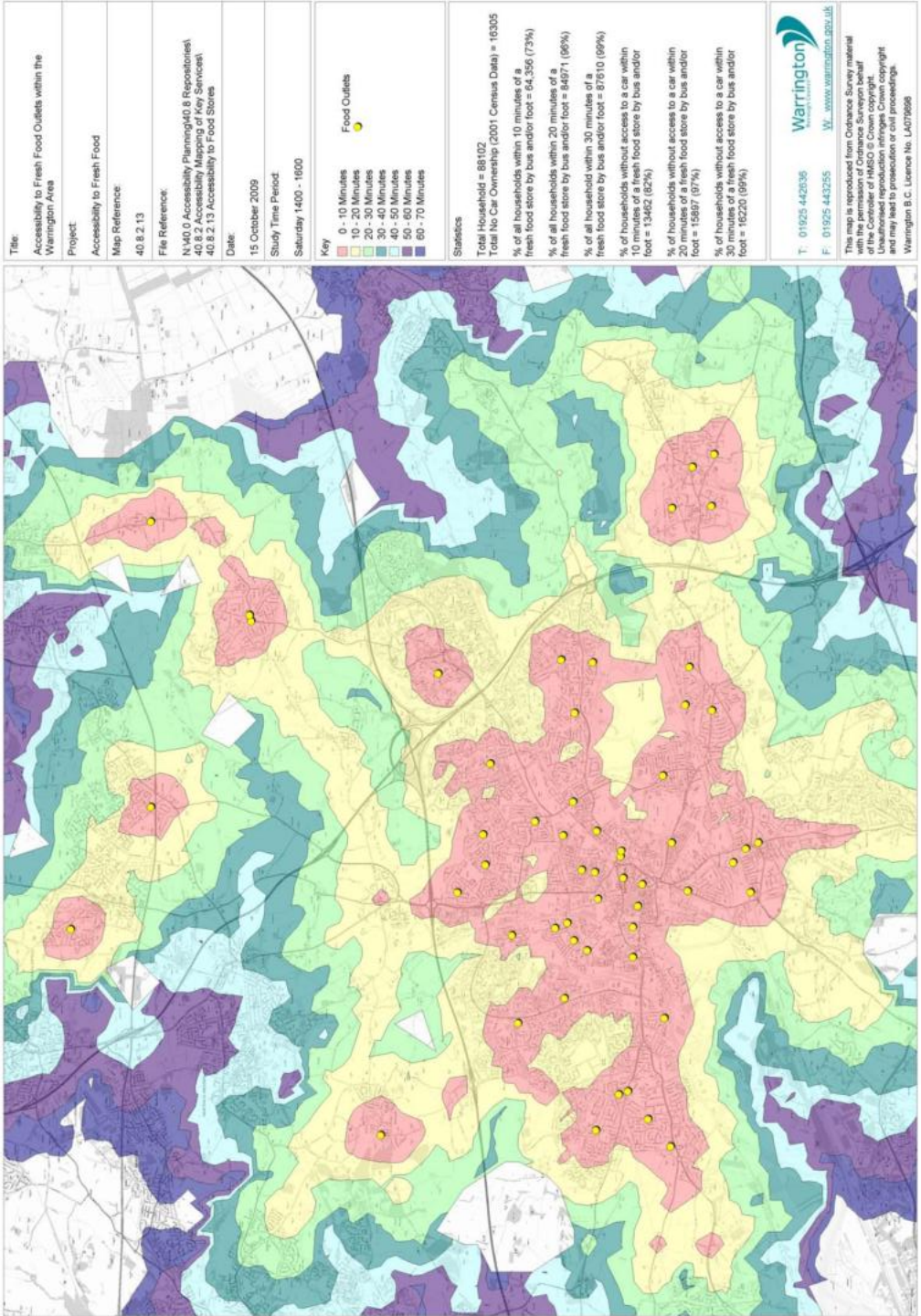
Social Infrastructure

- Dam Lane, Woolston
- Dudlows Green Road
- George's Precinct, Langley Avenue
- Glazebrook Village
- Glazebury Village
- Gorse Covert Local Centre
- Harrison Square, Dallam
- Heatley
- Holes Lane/Manchester Road, Woolston
- Hollins Green Village
- Hood Manor Local Centre
- Howson Road, Longford
- Knutsford Road, Grappenhall
- Lindi Avenue, Grappenhall
- Locking Stumps Local Centre
- Longshaw Street, Bewsey
- Marsh House Lane, Fairfield
- Oakwood Local Centre
- Oughtrington Lane
- Padgate Lane
- Parkway, Woolston
- Station Road, Great Sankey
- Warrington Road (East), Penketh
- Warrington Road (West), Penketh
- Winwick Village

5.42 The location of these are illustrated on the map below.



Picture 5.7 Location of District, Neighbourhood and Local Centres within Warrington



Picture 5.8 Accessibility to Fresh Food Outlets within Warrington

Social Housing

5.43 The 2001 census identified that there was approximately 14,000 social rented properties within Warrington, which equated to 17.6% of the Borough's total housing stock. Latest data taken from Government returns suggests that whilst the delivery of new social rented dwellings has increased in recent years, units lost through 'right to buy' appear to be outstripping new supply. Social rented stock is therefore diminishing.

5.44 Demand for social housing within Warrington remains high. Rapidly escalating property prices, and more recently a reduction in mortgage lending, has intensified demand and is reflected in the ever increasing number of households on social housing waiting lists.

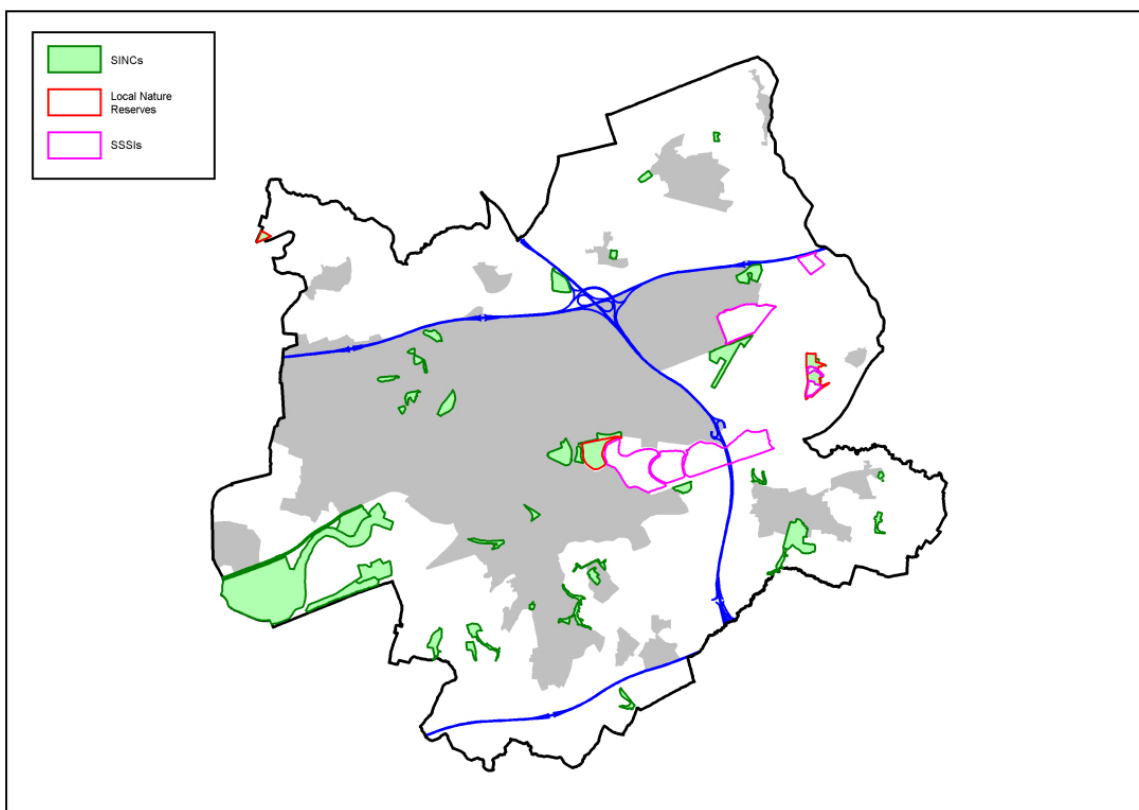
5.45 The Borough's latest housing needs assessment, which was a part of a wider Strategic Housing Market Assessment, has identified a need for an additional 172 new affordable homes per year, the majority of which are required to be on social rented tenure. Work to quantify the supply of new social rented stock committed and likely to be delivered within the plan period is ongoing.

6 Environmental Infrastructure

Biodiversity & Protected Natural Areas

6.1 There are three sites within the borough that have been designated as being of international importance for nature conservation: Rixton Clay Pits, Risley Moss and Holcroft Moss. The same three sites are designated as being of national importance by being Sites of Special Scientific Interest (SSSI) alongside Woolston Eyes. A further 41 sites have been identified within and around the borough as being of local nature conservation importance including two Local Nature Reserves and thirty nine Sites of Nature Conservation.

6.2 Six UK key habitats have been identified within the borough, and a further 12 habitats of local importance to nature conservation have been identified.



Picture 6.1 Nature Conservation Sites in the Borough

6.3 The council's Nature Conservation Strategy has identified the Mersey Valley Corridor and the Sankey Valley Park as major wildlife corridors.

6.4 The Mersey Valley Corridor constitutes a wide tract of land (exceeding two kilometres in places) extending across the borough from Fiddlers Ferry Power Station in the west, to Hollins Green and the flood plain of the River 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 supporting internationally important numbers of birds.

6.5 Sankey Valley Linear Park is an important corridor which runs north-south for over 6 kilometres 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 is important for flora and fauna.

Cemeteries

6.6 There are five cemeteries in Warrington Borough:

- Walton Lea Crematorium, Chester Road, Walton
- Burtonwood Cemetery, Chapel Lane, Warrington
- Fox Covert Cemetery, Red Lane, Appleton
- Hollinfare Cemetery, School Lane, Rixton
- Warrington Cemetery, Manchester Road, Warrington.

6.7 Contact WBC for: unused capacity / demand and capacity at current level of demand.

Allotments

6.8 Warrington Council currently administers 10 allotment sites containing a total of 248 plots. There are a further four sites within the Borough which are owned by Lymm Parish Council, Woolston Parish Council, Stockton Heath Parish Council and a site at Lower Walton which is owned by Manchester Ship Canal Company.

6.9 Nationally, demand for allotments has increased significantly in recent years with the growth of interest in organic farming and also due to an increase in housing densities and therefore a reduction in private garden space. Intensifying pressure for additional plots has been experienced within Warrington. Waiting lists for allotments are maintained on a first come, first allocated basis for each site within the Borough with all available allotment plots currently let. The sheer number of people on some of these lists, coupled with slow plot turnover rates, has led to some lists being closed. Put simply there is a significant need for additional plots within the Borough.

6.10 In addition to more plots, there is also a qualitative issue associated with allotments. No capital investment from the Council has been available for allotments in recent years and therefore improvements have been limited. Expectations throughout this time have however increased with toilets, car parking, wider facilities and secure fencing highly sought after. More recently individual associations have been able to obtain grant funding to carry out various schemes on their sites but there remains a need for a more comprehensive programme of investment.

Orford Park	Warrington Borough Council Outdoor Facilities Section
Brian Avenue	
Kingsway North East	
Lilford Avenue	
Longshaw Street East	
Victoria Park North	
Victoria Park Blackbear	
Steel Street	Warrington Borough Council Property Services
Lymm	Parish / Town Council
Woolston	Parish / Town Council
Stockton Heath	Garden Society
Lower Walton	Garden Society

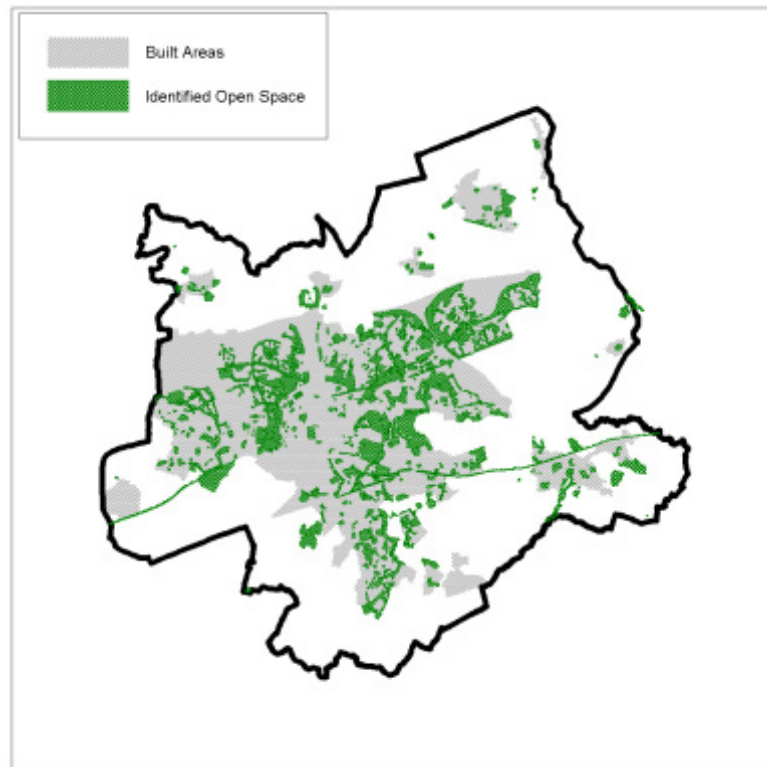
Table 5 Allotment Sites within the Borough

Open Spaces

6.11 A comprehensive audit of open space undertaken as part of the Open Space Review in 2006 identified a total of 828 sites grouped into identified typologies. Quantitative assessments were undertaken for each identified neighbourhood in the borough.

6.12 The audit showed that against the council's adopted standards, there remains a widespread shortfall in equipped children's play provision with only a couple of neighbourhoods recording a surplus of provision.

6.13 Most areas enjoy sufficient quantity of public open space. Those neighbourhoods least provided for are generally in suburban areas of the town and in larger villages. Seven neighbourhoods in these areas recorded no public open space at all.



Picture 6.2 Open Space within the Borough

Sport and Leisure Provision

6.14 Need to mention that Playing Pitch Strategy is currently under view and revises strategy due early/mid 2010.

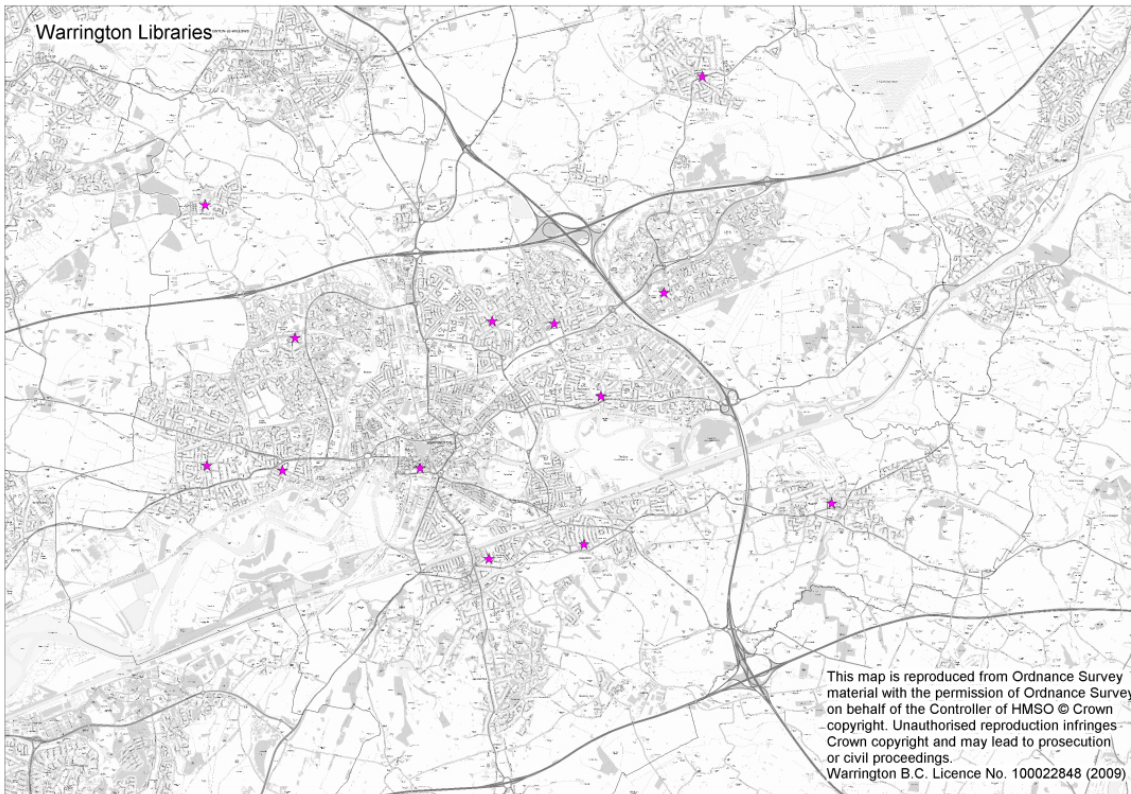
Play Areas

6.15 Overall provision of children's informal play measures up quite well in quantitative terms with an overall over-provision in the borough. Although two-thirds of neighbourhoods recorded a deficit of provision, in most cases this was minimal.

6.16 There remains a widespread quantitative shortfall of equipped play provision throughout the Borough. Localised assessments have identified that in many areas of the Borough, particularly the older inner areas of Warrington town, access to provision is relatively good but the quality of existing provision is poor i.e. ageing equipment which does not measure up against modern standards. In recent years significant funds have been secured from new housing developments to enhance and create new provision. This alongside an ongoing Council led investment programme has resulted in positive improvements in overall provision but there remains work to be done

Libraries

6.17 There are 13 libraries in the town and 5 leisure centres as shown on the map. The main library is located in the town centre in Museum Street. There are 12 other branch libraries around the borough and a Mobile Library which visits outlying areas and Elderly Peoples Homes and Nursing Homes.



Picture 6.3 Libraries within Warrington

6.18 The libraries issue in excess of 1 million items (books/multi media products) per year, with 1,225,790 items being issued in the last year 2008/2009.

Cultural Facilities

6.19 The majority of the Borough's cultural infrastructure/facilities are located in the south western quadrant of Warrington town centre, which was designated as the Cultural Quarter in 2000. The area contains Warrington Museum and Art Gallery, Warrington Central Library and Archive Service, the Parr Hall and the Pyramid arts centre.

6.20 Museum and Art Gallery

6.21 The Museum, Art Gallery and Central Library are all located in the one building. The building itself is a cultural asset being the original museum and a Grade II listed building. In addition to the library it contains a local history section in part of its permanent galleries and both masterpieces and a varied and changing exhibition programme in the Art Gallery. There are special family-friendly activity sessions throughout the year and hands on children's activities in the galleries.

6.22 The Museum, Art Gallery and Central Library/Archive Service currently attract approximately 300,000 visitors a year. The current Service Plan seeks to achieve a 1% year on year increase in the usage of the facilities.

Pyramid and Parr Hall

6.23 The Parr Hall is Warrington's only theatre venue. It is a multi-purpose concert hall with a capacity of 1100. It hosts a wide variety of live entertainment; from pantomines, pop concerts, variety shows to plays. It can also host business and private functions.

Environmental Infrastructure

6.24 Situated in the heart of Warrington's Cultural Quarter, the Pyramid is the town's first purpose built centre for the arts. It contains a performance space for 160 people, other large spaces for rehearsals and meetings, an IT technology and recording suite and an 80 seat bistro. There are dance, drama, music and comedy shows and regular art exhibitions. The Pyramid also offers an array of classes and workshops ranging from Salsa to Life Drawing and provides conference and wedding facilities.

6.25 The Pyramid and Parr Hall attracted 81,990 visitors in 2007/2008; 86,842 in 2008/2009 and are seeking to attract 90,350 for the current year 2009/2010 in order to achieve the service plan target.

The Town Hall

6.26 The Town Hall was designed by James Gibbs and built in 1750 as a residence for a wealthy local business man. It was purchased by the Town Council in 1872 to be used as the Town Hall. It is now used as the civic base for the Borough Council which was formed in 1974 under local government reorganisation, providing accommodation for the Council's Chief Executives and Corporate Performance and Policy Units and committee/meeting rooms. It is also available for weddings. The Building and its two annexes are one of only four Grade I listed buildings in the Borough.

6.27 Walton Hall and Gardens

6.28 Walton Hall and gardens is owned and run by the Borough Council and is the ideal place for a family day out with spacious lawns, picnic areas, play area, children's zoo, heritage centre, outdoor games and public golf course. The mature parkland and ornamental gardens remain beautiful throughout the year with trees and shrubs from all over the world and an abundance of wildlife. Situated in the old stable yard, the heritage centre contains a fascinating historical exhibition showing life as it used to be on the Walton Estate in the nineteenth and early twentieth century. There is also a small Lewis Carroll exhibition tracing the works of this locally born author and his links to Walton Hall, as well as a natural history room with a bird viewing window overlooking a feeding station. The Hall is also used for weddings and family celebrations, as well as business meetings and conferences. Walton Hall Gardens is a Green Flag award winning park for the fifth year running.

6.29 The Hall itself was built in Elizabethan style during the 1830s, designed by Edmund Sharpe of Lancaster, who later became famous for the Gothic revival in architecture. Walton Hall Gardens were originally part of a much larger country estate purchased in 1812 by the Greenall family, famous for their success in the brewing industry. The Estate was bought by Warrington Borough Council in 1941 and has been enjoyed as a park since 1945.

Halliwel Jones Stadium

6.30 The stadium is constructed on the site of the old Tetley Walker Brewery on Winwick Road in Warrington, and is the home of Warrington Wolves Rugby League Club. The stadium opened in October 2003 and provides a state of the art sporting venue, conferencing and banqueting facilities and is a focal point for community activity, incorporating the Warrington Wolves Foundation learning floor and a brand new NHS walk-in centre. The hospitality facilities include 14 suites, rooms and executive boxes with pitch views. Each room lends itself to any event large or small from launches through to weddings and private events, seminars, conferences and exhibitions, enabling the stadium to cater for 2,500 guests.

6.31 The Halliwel Jones Stadium has a capacity of 14,206 on match days incorporating a mix of seated and traditional terraced spectator accommodation in all four stands. The pitch size is 120 meters by 74 meters.

Cinemas

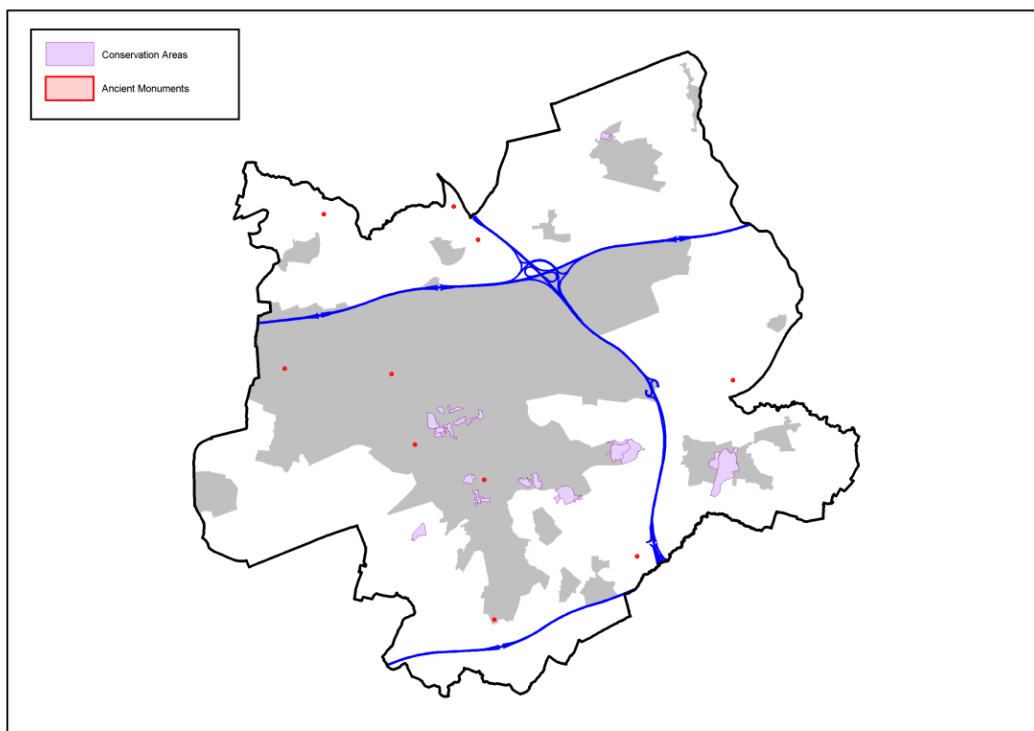
6.32 There is only one cinema complex in the whole of the borough of Warrington. This is the Odean cinema complex, which is located in the north west of the town in the district centre of Westbrook. The complex has 10 screens ranging in capacity from 177 to 276 seats. The cinema has full access available for disabled guests in all screens and nine screens are fitted with Infra Red Hearing Systems, compatible

with most hearing aids. Audio Description facilities are available in screen 3 (for films released with AD functionality). The cinema can also provide a venue for conferences, ranging from 50 delegates up to 1679.

6.33 The Martin Tonks Retail and Leisure Study (2006 & 2009) concluded that there is quantitative and qualitative need for new cinema screens which will help to diversify the town centre.

Conservation Areas and Historic Buildings

6.34 There are 348 listed buildings and 16 conservation areas in the borough and other buildings and structures that are of interest and are included on a local list. They are finite and non renewable resources and their future survival depends on how the buildings are used and managed, on appropriate maintenance and repair and on alterations that minimise the loss of the heritage asset.



Picture 6.4 Conservation Areas & Ancient Monuments within Warrington

6.35 While the majority of listed buildings are in good repair, a 'Buildings At Risk' register compiled in 2000 to English Heritage standards, identified that 18% of the stock is vulnerable and 4% is deteriorating. Action targeted at these buildings has already started, and needs to be continued.

6.36 The borough also contains 12 scheduled ancient monuments and a wealth of archaeological remains.

6.37 There are 397 entries in the Cheshire County Sites and Monuments Record relating to Warrington.

Flood Prevention

6.38 Parts of Warrington are subject to flood risk from tidal, fluvial, groundwater and surface water sources. Areas that are subject to tidal and fluvial flood risk are shown on the Environment Agency Indicative Flood Zone Maps. These maps do not take into account flood defences, but as of last year do take into account the controlling effect of the Manchester Ship Canal which has significant capacity

and works in union with the River Mersey to convey flows. There has been no incidence of fluvial flooding in the area since the construction of the Manchester Ship Canal in 1894. There remains, however, a tidal flooding risk in parts of central Warrington.

6.39 Information is available on flood defences through the National Flood and Coastal Defence Database. This database shows areas at risk of flooding and gives information on the type, location and condition of defences as well as showing areas benefiting from the defences.

6.40 Catchment Flood Management Plans are produced by the Environment Agency and give an overview of flood risk from all types of flooding across a river catchment and recommends ways of managing those risks now and over the next 50 - 100 years. The Mersey Estuary CFMP largely covers Warrington Borough and sets out appropriate flood risk management policies for different policy cells.

6.41 In addition, the Environment Agency have been working on the Warrington Flood Risk Management Strategy sets out proposals for managing flood risk in Warrington. The strategy sets out that homes and businesses near the River Mersey in Latchford, Howley and Westy are at risk of flooding if an extreme high tide occurs. People living and working near smaller rivers and brooks, in area such as Dallam, Orford, Callands, Sankey Bridges and Penketh are also vulnerable to flooding if extremely heavy rain was to fall.

6.42 The strategy has tested a range of options for reducing flood risk in Warrington to arrive at a preferred option for each area ensuring that flood risk is not made worse in other areas. The Environment Agency can't afford to build the new defences proposed everywhere at once. It is therefore the intention to begin in areas where the risk of flooding is the greatest. Providing funding can be obtained, work is intended to start in the Woolston to Lower Walton area in 2011 and other areas will follow depending on availability of funding.

6.43 It is important to realise that even when further flood defence work is undertaken, there may still be a residual risk due to the potential to overtop or breach defences.

6.44 Surface water flooding can also occur when local sewers, drains and watercourses are not able to cope with very heavy rainfall. The borough council is working with United Utilities and the Environment Agency to help understand and manage the risk of this type of flooding. The Council was one of only six authorities across the country funded by Defra to test draft guidance on Surface Water Management Plans, which aim to develop integrated solutions to surface water flooding problems. Further monies have now been secured from Defra to further develop and continue to implement this approach.

7 Conclusions and Next Steps

7.1 The scope of facilities that have been investigated as part of this infrastructure capacity assessment includes the following:

7.2 Transport; Utilities & Waste; Social Infrastructure; Environmental and Green Infrastructure; and Culture and Leisure. This is to ensure that the LIP embraces all matters necessary for the achievement of LDF policies, proposals and aspirations.

7.3 The next stage of the Local Infrastructure Plan will involve an assessment of what infrastructure will be required to support development within the Borough over the Plan period. This will require joint working with key partners including external organisations, to determine the level and infrastructure required to deliver the emerging Core Strategy.

7.4 The Local Infrastructure Plan aims to aid all parties in identifying and prioritising infrastructure provision as part of an integrated approach to planning and infrastructure development. This will ensure services can match demand and that growth is sustainable for local communities. The framework that will be produced will give a clear steer on who is responsible for implementing policies and proposals, by when and the resources that will be required.

7.5 This consultation aims to identify the existing infrastructure parameters and therefore aims to establish a realistic picture in terms of future infrastructure requirements in the delivery of Warringtons Local Development Framework.

7.6 We would welcome any further information from key stakeholders and identification of any future commitments and gaps in funding and provision in order to take forward.

8 Glossary

Annual Monitoring Report (AMR): An annual report submitted to the Government by the Local Planning Authority assessing the progress with and the effectiveness of the Local Development Framework.

Appropriate Assessment: Required under The European Community Habitats Directive. An assessment must be undertaken when a project or plan is likely to have a significant effect on a European site in Great Britain (either alone or in combination with other plans or projects), and is not directly connected with or necessary to the management for the site.

Baseline: A description of the past and present state of an area, and, in the absence of any plan, the future state of an area taking into account changes resulting from natural events and from other human activities.

Core Strategy: A Development Plan Document that sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision.

Development Plan Document (DPD): Local Development Documents that have development plan status. The DPDs that local planning authorities must prepare include the Core Strategy, site-specific allocations of land and, where needed, Area Action Plans. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.

Local Development Document (LDD): These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents. LDDs collectively deliver the spatial planning strategy for the local planning authority's area.

Local Development Framework (LDF): This is a non-statutory term used to describe a folder of documents, which includes all the local planning authority's Local Development Documents. An LDF is comprised of:

- Development Plan Documents (which form part of the statutory development plan)
- Supplementary Planning Documents

The local development framework will also comprise of:

- the Statement of Community Involvement
- the Local Development Scheme
- the Annual Monitoring Report

Local Development Scheme (LDS): The local planning authority's timescaled programme for the preparation of Local Development Documents that must be agreed with Government and reviewed every year.

Local Strategic Partnership (LSP): An overall partnership of people that brings together organisations from the public, private, community and voluntary sector within a local authority with the objective of improving peoples quality of life. In Warrington this body is called the Warrington Partnership.

Planning & Compulsory Purchase Act 2004: "The Act" updates elements of the 1990 Town & Country Planning Act. It introduces:

- a statutory system for regional planning
- a new system for local planning
- reforms to the development control and compulsory purchase and compensation systems
- the removal of crown immunity from planning controls.

Planning Policy Guidance (PPG): Issued by central Government. Sets out national land use policies in different areas of planning. Gradually being replaced by PPSs.

Planning Policy Statement (PPS): Issued by central Government to replace the existing Planning Policy Guidance notes, in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy.

Real Time Passenger Information (RTPI): Electronic information system which provides real-time passenger information. It may include both predictions about arrival and departure times, as well as information about the nature and causes of disruptions

Regional Planning Guidance (RPG): Old Style Regional Plan. Most former Regional Planning Guidance is now considered RSS and forms part of the Development Plan.

Regional Spatial Strategy (RSS): Part of the Development Plan. Identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. Prepared by Regional Planning Bodies.

Spatial Objectives: Specific goals that if met will contribute to achieving the Spatial Vision.

Spatial Vision: A description of how the area will be at the end of a plan period (often 10-15 years).

Statement of Community Involvement (SCI): sets out the standards to be achieved by the local authority in involving local communities in the preparation, alteration and continual review of Local Development Documents and development control decisions.

Strategic Environmental Assessment (SEA): A requirement of the SEA Directive. A way of systematically identifying and evaluating the impacts that a plan is likely to have on the environment. Where a plan requires SEA and SA, the former process should be integrated into the latter.

Strategic Flood Risk Assessment (SFRA): Part of the Local Development Framework evidence base. A detailed and robust assessment of the extent and nature of the risk of flooding in an area and its implications for land use planning. Can set the criteria for the submission of planning applications in the future and for guiding subsequent development control decisions.

Strategic Housing Land Availability Assessment (SHLAA): Part of the Local Development Framework evidence base. The document looks to identify sites with potential for housing, assess their potential and assess whether they are likely to be developed in order to identify a five, ten and fifteen year supply of housing for an area.

Strategic Housing Market Assessment (SHMA): Part of the Local Development Framework evidence base. The document estimates need and demand for affordable and market housing and assesses how this varies across the study area. The document also considers future demographic trends and resulting housing requirements.

Supplementary Planning Document (SPD): a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.

Supplementary Planning Guidance (SPG): provided supplementary information in respect of the policies in the Unitary Development Plan prior to the Planning and Compulsory Purchase Act 2004 and the introduction of Supplementary Planning Documents. SPGs can be saved when linked to policy under transitional arrangements.

Sustainable Community Strategy (SCS): A strategy prepared by a Local Strategic Partnership that would include local authority representatives to help deliver local community aspirations, under the Local Government Act 2000.

Sustainability Appraisal (SA): A requirement of the Planning and Compulsory Purchase Act 2004. A process by which the economic, social and environmental impacts of a project, strategy or plan are assessed. The aim of the process is to minimise adverse impacts and resolve as far as possible, conflicting or contradictory outcomes of the plan or strategy. Can incorporate Strategic Environmental Assessment to fulfil the requirements of the SEA Directive.

Unitary Development Plan (UDP): An old-style development plan prepared by a Metropolitan District and some Unitary Local Authorities. These plans will continue to operate for a time after the commencement of the new development plan system introduced by the Planning and Compulsory Purchase Act 2004, by virtue of specific transitional provisions.



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