

Warrington Borough Council

Updated Proposed Submission Version Local Plan 2021/22- 2038/39

Schedule of Proposed Main Modifications

March 2023

Introduction

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

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

The updated Housing Trajectory is provided in Appendix 2 to this schedule.

The Updated Proposed Submission Version Local Plan (UPSVLP 2021) policy, paragraph, figure and table numbers have been referenced in this schedule. These will be updated after the Main Modifications consultation has been undertaken, along with all necessary policy/paragraph number references throughout the document, in the final version of the Local Plan, to reflect the omission and addition of policies/paragraphs as a result of Main Modifications.

The Local Plan Policies Map is not a Development Plan Document and therefore the Inspectors do not have the power to recommend Main Modifications to it. However, a number of the published Main Modifications to the Plan's policies require further corresponding changes to be made to the Policies Map. As changes to the Policies Map do not comprise Main Modifications, modifications to the Policies Map are set out in a separate document.

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

Modification Reference Number	UPSVP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)
MM 002	<p data-bbox="483 276 768 387">Vision and Spatial Strategy Para 3.2.3</p> <p data-bbox="483 826 595 858">Figure 3</p> <p data-bbox="483 978 622 1010">Para 3.3.5</p>	<p data-bbox="790 355 857 387">3.2.3</p> <p data-bbox="790 395 2033 507">W1 To enable the sustainable growth of Warrington through the ongoing regeneration of Inner Warrington, the delivery of strategic and local infrastructure, the strengthening of existing neighbourhoods and the creation of new sustainable neighbourhoods whilst:</p> <ul data-bbox="835 555 1989 770" style="list-style-type: none"> <li data-bbox="835 555 1933 635">• delivering a minimum of 14,688 new homes (equating to 816 per year) between 2021/<u>22</u> and 2038/<u>39</u>, and <li data-bbox="835 643 1989 770">• supporting Warrington’s ongoing economic success by ensuring provision is made to meet the need for 168 316.26 hectares of employment land between 2021/<u>22</u> and 2038/<u>39</u>. <p data-bbox="790 818 2022 930">Fig. 3 Amend the Local Plan Key Diagram to reflect the removal of the South East Warrington Employment Area, the reduction of the Fiddlers Ferry allocation and the change in status of the Peel Hall site to a commitment (See Appendix 1 for revised diagram).</p> <p data-bbox="790 978 2033 1281">3.3.5 The Plan’s main priority remains to optimise the development potential of the existing urban area. As such a number of key elements of the previous Plan’s spatial strategy therefore remain. These include intensifying development in the Town Centre, <u>and</u> the Inner area of Warrington and opening up the Waterfront as a new urban quarter facilitated by the new Western Link. <u>Opening up the Waterfront as a new urban quarter also remains a key element of the spatial strategy, but given current uncertainties around funding of the Western Link, the delivery of the Waterfront cannot be relied upon during the plan period.</u></p>

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

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

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	Part 2	2. The majority of new homes will be delivered within the existing main urban area of Warrington, the existing inset settlements and other sites identified in the Council's Strategic Housing Land Availability Assessment (SHLAA), which together have identified deliverable capacity for a minimum of 11,785 <u>10,564</u> new homes.
	Part 3b	3b. Land at Fiddlers Ferry – minimum of 1,760 <u>860</u> homes of which 1,310 will be delivered in the plan period as part of a wider mixed use development.
	Part 5c	5c. At least 30dph on <u>all</u> other sites that are within an existing urban area <u>across the Borough.</u>
	Part 6	6. Densities of less than <u>those specified in part 5 above 30dph</u> will only be appropriate where they are necessary to achieve a clear planning objective, such as avoiding harm to the character or appearance of an area.
	Para 4.1.10 to 4.1.14	Delete paragraphs 4.1.10 to 4.1.14, including Table 1.
	New para 4.1.23a	<u>4.1.23 Land at Peel Hall was allocated in the Updated Proposed Submission Version Local Plan but has subsequently received outline planning consent. Development at Peel Hall will make an important contribution to the overall Spatial Strategy of the Local Plan and the supply of housing. Subsequent applications for reserved matters will be considered in the context of the outline consent and the conditions attached to it along with a range of relevant Local Plan policies. The site is now shown as a commitment on the Policies Map.</u>
	Para 4.1.23	4.1.23 To ensure that land is used efficiently, Policy DEV1 encourages the use of high densities in appropriate locations, for example on sites that are close to town or district centres or to public transport facilities. <u>Sites that are considered to be well served by frequent</u>

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

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	4.1.56	4.1.56 To help ensure that new dwellings are appropriately sized and arranged to create well designed, the Council is adopting the Nationally Described Space Standards. The Council has recently published its Town Centre SPD which sets out standards in relation to dwelling size, design and layout which are in accordance with the National Space Standards. <u>Standards for outdoor amenity space will be set out in the updated Design Guide SPD which the Council anticipates will be adopted in 2024.</u>
MM 005	DEV4 Part 1 Part 4 Part 8 Part 11	<ol style="list-style-type: none"> 1. Over the 18 year Plan period from 2021/22 to 2038/39 provision will be made to meet the need for 316.26 <u>168</u> hectares of employment land to support both local and wider strategic employment needs. 4. The following sites will be allocated as <u>a</u> new Employment Areas in order to provide sufficient land to meet Warrington’s Employment Land Requirements: <ol style="list-style-type: none"> a. South East Warrington Employment Area – 136.92 hectares b. Fiddlers Ferry Power Station – 101.0 hectares 8. Proposals for E class (office) development <u>outside of existing employment Office areas as set out in Part 3 of Policy DEV4</u> will need to be justified by reference to sequential testing and market appraisal to determine that the development could not be appropriately located on a more accessible central site within or close to the Town Centre in accordance with the Overall Spatial Strategy. 11. Subject to assessment of local transport impacts, major warehousing and distribution developments will be primarily directed towards preferred locations at:

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	<p>New Part 17</p> <p>Figure 4</p> <p>Para 4.2.13</p>	<p>a. Appleton & Stretton Trading Estates b. Omega c. Woolston Grange d. South East Warrington Employment Area e. Fiddlers Ferry Power Station</p> <p><u>Supporting Colleges and Higher Education</u></p> <p><u>17. The Council and its partners will support the operational needs of and the expansion of the Borough's Colleges and Higher Education establishments.</u></p> <p>Fig. 4 Amend the “Existing and Proposed Employment Sites” diagram, to remove the South East Warrington Employment Area (See Appendix 1 for revised diagram).</p> <p>4.2.13 In determining the amount of employment land needed for the Plan period, the Economic Development Needs Assessment (2021) concluded that the preferred forecasting method for establishing need, is a projection forward of past take up rates that considers both strategic and local needs, resulting in a need of 316.26 hectares of employment land up to 2038.</p> <p><u>4.2.13 In determining the amount of employment land needed for the Plan period, an exercise was undertaken to broadly align jobs growth with the planned level of housing provision. Between 1996 and 2020, 341.29 ha of employment land was actually taken up, and 48,350 new net jobs created. A simple calculation shows that for every 1 ha of land taken up, 142 jobs were created. The delivery of 816 new homes per annum could support an additional 18,300 jobs in the Borough. Using the 18,300 figure and the 142 jobs per hectare figure gives an employment land figure of 129 ha over the Plan period. Adding a 3 year buffer (21.5 ha) and allowing for</u></p>

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	<p>Para 4.2.14</p> <p>Table 6</p> <p>Para 4.2.18</p> <p>Para 4.2.19</p>	<p><u>business displacement (17.64 ha), results in a need of 168 hectares of employment land to 2038.</u></p> <p>4.2.14 Confirmation of how the Council is proposing to meet this need is summarised in the Table below:</p> <p>Table 6 – Employment Land Needs</p> <table border="1" data-bbox="792 587 2031 833"> <tr> <td>Total Requirement</td> <td>316.26 ha <u>168 ha</u></td> </tr> <tr> <td>Existing Supply</td> <td>38.86 ha</td> </tr> <tr> <td>St Helens Omega Extension</td> <td>31.80 <u>31.2 ha</u></td> </tr> <tr> <td>Fiddlers Ferry Brownfield Site</td> <td>101.0 ha</td> </tr> <tr> <td>South East Warrington Employment Area</td> <td>136.92 ha</td> </tr> <tr> <td>Total Supply</td> <td>308.58 ha <u>171.06 ha</u></td> </tr> </table> <p>4.2.18 Following this process, the Council is proposing to allocate the following 2 additional Employment Areas (as identified in Figure 4):</p> <ul style="list-style-type: none"> • Fiddlers Ferry Power Station (101.0 ha gross) – Redevelopment of a former Brownfield Power Station site to provide for a mix of industrial and distribution uses. • South East Warrington Employment Area (136.92ha ha gross) – this is located at the junction of the M6 and M56 and will meet a large proportion of the Borough’s identified B8 requirement. <p>4.2.19 The proposed sites site at Fiddlers Ferry and South East Warrington provide a total of approximately 237.92 ha, <u>the existing supply and the St Helens Omega extension,</u></p>	Total Requirement	316.26 ha <u>168 ha</u>	Existing Supply	38.86 ha	St Helens Omega Extension	31.80 <u>31.2 ha</u>	Fiddlers Ferry Brownfield Site	101.0 ha	South East Warrington Employment Area	136.92 ha	Total Supply	308.58 ha <u>171.06 ha</u>
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	<p>Part 1</p> <p>Part 5</p> <p>Part 6</p> <p>Part 7</p> <p>Part 8a</p>	<p><u>District Centres but still contain a variety of uses to meet the day to day retail and leisure needs of the neighbourhoods they service. Local centres are the smallest in the hierarchy and are often based around a small parade of shops.</u></p> <p>1. Amend 'Bruche Health Gardens' under list of Local Centres.</p> <p>5. Where retail or leisure uses are proposed outside of a defined centre, the applicant will be required to:</p> <p><u>a. demonstrate that no suitable sites are available within the centre or in edge of centre locations through applying a sequential approach;</u></p> <p><u>b. demonstrate that there are no significant adverse impacts on existing centres; and</u></p> <p><u>c. where development is over 500 square metres gross, provide justification in the form of an impact assessment proportionate to the scale of the proposal.</u></p> <p>6. Where there are no suitable, available or viable sites within a defined centre, the proposal must demonstrate that there are no significant adverse impacts on that centre(s).</p> <p>7. Proposals for retail, leisure and office uses over 500 square metres gross will need to provide justification in the form of an impact test proportionate to the scale of the proposal.</p> <p><u>a. plan positively for the provision and use of shared spaces, community facilities and other local services within defined centres and</u> avoid the loss or change of use of viable convenience shops, cultural facilities, post offices and public houses where the loss would impact on the diversity of local services in communities;</p>
MM 007	GB1	

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	Part 3	<p>3. The following land has been removed from the Green Belt and the amended Green Belt boundaries are shown in Figure 6:</p> <ul style="list-style-type: none"> a. South East Warrington Urban Extension b. South East Warrington Employment Area c. Land to the east and south of Fiddlers Ferry Power Station d. Thelwall Heys e. Land at Warrington Waterfront f. Land at Croft g. Land at Culcheth h. Land at Hollins Green i. Land at Lymm j. Land at Winwick
	Figure 6	Fig 6. Amend the “Amended Green Belt Boundaries” diagram to reflect deletion of South East Warrington Employment Area allocation and reduction of Fiddlers Ferry Power Station allocation (See Appendix 1 for revised diagram).
	Para 5.1.5	5.1.5 As set out in Chapter 3, there are significant identified needs for market and affordable housing, as well as land for new employment provision , that cannot be met in full within the existing urban areas of the Borough.
	Para 5.1.9	5.1.9 As set out in Chapter 3, the starting point for Warrington’s ‘Exceptional Circumstances’ is the requirement to ensure that sufficient land is provided to meet the Council’s housing and employment development needs.
	Para 5.1.19	5.1.19 The Council recognises that there are uncertainties over Warrington’s longer term employment land supply, beyond the end of the Plan Period. As such, the Council is

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		<p>committed to undertaking a review into Warrington’s employment land needs before the end of the Plan period to ensure the long term supply of employment land. At this stage, it is likely that key infrastructure improvements, including the Western Link and motorway junction improvements, will have been delivered and the impacts of any further required employment allocations can be fully appraised.</p>
MM 008	<p>INF4 Part 4</p> <p>Para 7.4.9</p>	<p>4. If a new site is the NHS Trust’s preferred option, the Council will seek to allocate a site for a new hospital in a future review of the Local Plan. <u>this could be accommodated within the policy framework of this Local Plan or alternatively through a site allocation made in a future review of the Local Plan.</u> The new site must be in a location that provides ease of access for residents from across the Borough and be well served by public transport.</p> <p>7.4.9 The health and social care system in Warrington, Warrington Together, has confirmed the requirement for a new Hospital for Warrington. The current hospital is outdated and is not able to meet the future needs of Warrington’s growing and aging population. It is currently reviewing the business plan for the hospital in the context of wider NHS service delivery across the North West region and in terms of its relationship with the Warrington CCG. The Council is committed to working with the NHS Hospital Trust to deliver the new hospital either through redevelopment of the existing Lovely Lane Site or on a new site. This will be confirmed through a future review of the Local Plan. <u>Policy INF4 makes provision for a new hospital site to be identified within the policy framework of this Local Plan or, alternatively, allows for a site to be identified through a future review of the Plan.</u></p>
MM 009	INF5 Part 5	5. Addition to list of examples within Part 5: <u>Emergency Services</u>

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

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	Part 5	<p>Harm to such elements will be permitted only where this is clearly justified and outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in exceptional circumstances.</p> <p><u>5.</u> Where permission is granted for a development which would result in the partial or total loss of a designated heritage asset, approval will be conditional upon the asset being fully recorded and the information deposited with the Historic Environment Record (HER).</p>
MM 013	DC3 Part 4	<p>4. The Council will work with partners to strengthen <u>restore, enhance</u> and expand the network of <u>core</u> ecological sites, <u>wildlife</u> corridors, and stepping stone habitats <u>and restoration areas in order</u> to:</p> <ul style="list-style-type: none"> a. secure a <u>measurable</u> net gain in biodiversity <u>in accordance with national legislation and its supporting best practice guidance</u>; b. to expand tree cover in appropriate locations across the Borough; c. to improve landscape character, water and air quality; d. to help adapt to flood risk and mitigate the impacts of climate change; e. to contribute to the development of the Mersey Forest; f. to contribute to the <u>delivery of the Local Nature Recovery Strategy and the</u> wider regional nature recovery network; g. of wetland sites by <u>to enhancing the wetlands and other important irreplaceable and semi-natural habitats</u> across Warrington; and hg. <u>to support the retention of underused farmland for habitat creation and management.</u>

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	Part 5	<p><u>Development Proposals affecting Green Infrastructure</u></p> <p>5. All development proposals should, as appropriate to their nature and scale:</p> <p>a. protect existing green infrastructure and the functions it performs, especially where this helps to mitigate the causes of and addresses the impacts of climate change <u>and contributes to natures recovery;</u></p> <p>b. increase the functionality of existing and planned green infrastructure especially where this helps to mitigate the causes of and addresses the impacts of climate change <u>and contributes to natures recovery;</u></p> <p>c. improve the quality of existing green infrastructure, including local networks and corridors, specifically to increase its attractiveness as a sport, leisure and recreation opportunity and its value as a habitat for biodiversity, <u>where these two functions do not adversely affect each other;</u></p>
	Part 6	<p>6. Where a loss of, or negative impact on green infrastructure functionality or ecological system/network is unavoidable, development proposals should demonstrate what mitigation measures are proposed and/or, replacement green infrastructure will be provided. Any replacement or mitigation measures should seek to secure a net gain in biodiversity assessed against the latest version of the DEFRA Metric and be deployed as closely as possible to the affected green infrastructure asset.</p>
	Figure XX	<p>Fig. XX Amend 'Key Green Infrastructure Links and Opportunities' diagram to more closely reflect the provisions of Policy DC3. The map has been amended to include all of the GI opportunities listed in Part 2 and Part 3 of Policy DC3 (See Appendix 1 for revised diagram).</p>
	Para 8.3.14	<p>8.3.14 The built up areas <u>of the borough</u> contain a variety of types of urban green spaces. In particularly the main urban area of Warrington contains a significant amount of green</p>

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	Para 8.3.16	<p>space as a legacy of its former New Town status. A unique feature of this network is a framework of linked open spaces that form a necklace around the Town Centre and the masterplanning areas (Warrington’s “Circular Parklands”).</p> <p>8.3.16 In exceptional circumstances where it is not possible to avoid some loss in the functionality of the network it is expected that replacement provision will be provided in order to satisfy national policy. Any replacement provision or mitigation <u>compensation</u> measures should be in close proximity to the site so as to maintain the integrity of the network.</p>
	Para 8.3.17	<p>8.3.17 The NPPF indicates that Local Plans should seek to secure measurable net gains in biodiversity (Paragraph 179b). <u>This policy encourages opportunities to secure measurable net gains in biodiversity across the Plan area as a whole.</u> The proposed updated DEFRA Biodiversity Metric is designed to provide ecologists, developers, planners and other interested parties with a means of assessing changes in biodiversity value (losses or gains) brought about by development or changes in land management. The metric is a habitat based approach to determining a proxy biodiversity value. An updated <u>The latest</u> version of the <u>DEFRA</u> tool that was introduced in 2012 is currently out for consultation metric, together with a metric for assessing small sites, is due to be published in early 2023.</p>
	Para 8.3.19	<p>8.3.19The Council will continue to work with Natural England to identify a full ecological network; and <u>with the Local Nature Partnership to produce a Local Nature Recovery Strategy;</u> and give consideration for the need for the preparation of an SPD that will map out the ecological network and set out the Council’s considerations and expectations when such sites are proposed for development or impacted by proposed development nearby..</p>

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	Part 4	<p>to the management of the site and which is likely to have significant effects on the site (either individually or in combination with other plans or projects) and which would affect the integrity of the site, will not be permitted unless the Council is satisfied that;</p> <p>a. there is no alternative solution; and b. there are imperative reasons of over-riding public interest for the development or land use change and where <u>the biodiversity harm avoidance, mitigation and compensation hierarchy (set out in Part 8 of Policy DC4) has been followed</u> suitable mitigation or compensatory provision has been made. Any mitigation or compensatory provision must be assessed in a project-related Habitats Regulations Assessment and be fully functional before any likely adverse effect arises.</p> <p><u>Development affecting Sites of National Importance</u></p> <p>4. Proposals for development in or likely to affect Sites of Special Scientific Interest (SSSI) will be subject to special scrutiny. Where such development may have an adverse effect, directly or indirectly, on the SSSI it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard the national network of such sites and the <u>biodiversity harm avoidance, mitigation and compensation hierarchy (set out in Part 8 of this Policy) has been followed</u>. loss can be mitigated through off-site habitat creation to achieve a measurable net gain in biodiversity/geodiversity assessed against the latest version of the DEFRA metric.</p>
	Part 5	<p><u>Development affecting Sites of Regional and Local Importance</u></p> <p>5. Proposals for development likely to have an adverse effect on regionally and locally designated sites will not be permitted unless it can be clearly demonstrated that there are reasons for the development which outweigh the need to safeguard the substantive nature conservation value of the site or feature and the <u>biodiversity harm avoidance,</u></p>

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	Part 6	<p><u>mitigation and compensation hierarchy (set out in Part 8 of this Policy) has been followed.</u> loss can be mitigated through off site habitat creation to achieve a measurable net gain in biodiversity/geodiversity assessed against the latest version of the DEFRA metric.</p> <p><u>Development affecting Protected and/or Priority Species and Priority Habitats</u></p> <p>6. Proposals for development which may adversely affect the integrity or continuity of UK priority habitats, irreplaceable habitats, or other habitats of local importance, or adversely affect EU Protected Species, UK Priority Species or other species of local importance, or which are the subject of Local Biodiversity Action Plans will only be permitted if it can be shown that the reasons for the development clearly outweigh the need to retain the habitats or species affected and that <u>the biodiversity harm avoidance, mitigation and compensation hierarchy (set out in Part 8 of this Policy) has been followed.</u> mitigating measures can be provided which would reinstate the habitats or provide equally viable alternative refuge sites for the species affected.</p>
	Part 7	<p>7. All development proposals affecting protected sites, wildlife corridors, priority habitats, irreplaceable habitats, EU Protected Species or priority species (as identified in Local Biodiversity Action Plans) should be accompanied by information proportionate to their nature conservation value including; <u>as outlined in Part 5 of Policy DC3. Proposals must also be supported by a Preliminary Ecological Appraisal or, where potential significant effects to important ecological features are identified, an Ecological Impact Assessment.</u></p> <p>a. a site survey carried out by suitably qualified or experienced person to establish the presence, extent and density of these species and identify features of nature and geological conservation importance; an assessment of the likely impacts of the</p>

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	New Part 8	<p>development proposals for the protection and management of features identified for retention;</p> <p>b. an assessment of whether the reasons for the development clearly outweigh the nature conservation value of the site, area or species; and</p> <p>c. proposals for compensating for features damaged or destroyed during the development process, including mitigation through habitat creation to achieve a measurable net gain in biodiversity/geodiversity assessed against the DEFRA metric.</p> <p>d. proposals for compensating for any negative impacts on species during the development process, including mitigation through off-site habitat creation.</p> <p><u>8. Where a loss of, or harm to biodiversity, an ecological network and/or green infrastructure functionality is considered to be unavoidable, development proposals must include mitigation or, as a last resort, compensation measures. Following the application of the mitigation hierarchy, a measurable net gain in biodiversity assessed against the latest version of the DEFRA Metric must be secured. All proposals for off-site compensatory net gain/green infrastructure must be deployed strategically and as closely as possible to the affected ecological/GI asset and following good practice guidance.</u></p>
	Part 9	<p>98. Where development is permitted, the Council will consider the use of conditions or planning obligations to ensure the protection and enhancement of the site's nature conservation interest and/or to provide appropriate compensatory measures.</p>
	Para 8.4.9	<p><u>Biodiversity and Geodiversity</u></p> <p>8.4.9 Section 40 of the Natural Environment and Rural Communities Act 2006¹ places a duty on all public authorities in England and Wales to have regard, in the exercise of their</p>

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)
	New Para 8.4.17	<p>functions, to the purpose of conserving <u>and enhancing</u> biodiversity. Local planning authorities should take a pragmatic approach, with the aim of fulfilling statutory obligations in a way that minimises delays and burdens, whilst protecting the environment.</p> <p><u>Footnote 1: As amended by paragraph 102 (Part 6) of the Environment Act 2021.</u></p> <p><u>8.4.17 Part 8 of Policy DC4 sets out the approach to avoidance, mitigation, and as a last resort, compensation. Compensation means compensatory provision and may include a financial contribution towards delivery of compensatory measures where appropriate. It is crucial to the priority of ‘biodiversity net gain’ that appropriate mitigation or, as a last resort, compensatory provision is made. It is important that the location of appropriate mitigation, replacement or other compensatory provision follows the sequential approach set out in the Policy. This seeks to target measures as closely as possible to the development site. In some instances, the immediate locality may include nearby sites outside the Borough.</u></p>
MM 015	DC6 Part 1 b. Part 1g. Part 3c.	<ol style="list-style-type: none"> 1. Design and Layout <ol style="list-style-type: none"> b. Contribute positively to the public realm and avoiding unnecessary street clutter; g. Not result in unacceptable conditions for future users and occupiers of the development in accordance with Policy ENV8; and 3. Movement and Accessibility <ol style="list-style-type: none"> c. Be inclusive and accessible to all and promote permeability by creating places that connect with each other and with existing services and are easy to move through; <u>and</u>

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	Part 4b.	4. Energy Efficiency b. Reduce energy and water use through appropriate design; <u>and</u>
MM 016	ENV5 Part 7	7. The Borough's peat resources will be protected. In line with national policy planning permission for new or extended sites for peat extraction will not be approved <u>and peat deposits will be protected from harmful development.</u>
MM 017	ENV7 Part 4 Part 5	4. Major development in all locations outside of the strategic allocations will be required to meet at least 10% of their energy needs from renewable and/or other low carbon energy source(s). or to reduce their carbon emissions by at least 10% when measured against the Building Regulation (Part L) requirements at the time that the application is submitted. 5. In the strategic housing and employment allocations as defined in Polices MD1 to MD6 and OS1 to OS6 and identified on the Key Diagram/Polices Map development should seek to reduce carbon emissions and maximise opportunities for the use of decentralised energy systems that would use or generate renewable or other forms of low carbon energy. In these locations all development will be required to establish, or connect to an existing, decentralised energy network unless this is shown not to be feasible or viable, in which case development will be required to; a. make provision to enable future connectivity in terms of site layout, heating design and site-wide infrastructure design; and b. ensure that at least 10% of their energy needs can be met from renewable and/or other low carbon energy source(s); or c. to reduce their carbon emissions by at least 10% when measured against the Building Regulation (Part L) requirements at the time that the application is submitted.

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	Para 9.7.14	<p>9.7.14 For this reason Policy ENV7 encourages use of renewable and low carbon energy as appropriate in all new major development proposals. It requires that at least 10% of energy needs in major schemes in all locations should be met from renewable and/or other low carbon energy source(s). However, major development also has the option to reduce their carbon emission rates by at least 10% above the requirements of Part L of the Building Regulations at the time that an application is submitted. This is in recognition of the fact that many commercial/employment schemes have low electricity demands but often have higher heating and cooling demands that are often better met by improved energy efficiency measures in the building fabric.</p>
MM 018	<p>ENV8 Part 4</p> <p>Para 9.8.6</p>	<p>4. The main allocations (Policies MD1 to MD4 MD6) and the smaller settlement allocations, which line the M62 corridor (Policies OS1, OS2 and OS6) <u>must make a proportionate contribution towards restoration measures at Holcroft Moss and devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles. In addition,</u> and all other new development that exceeds the thresholds for requiring a Transport Assessment, as specified in the Council's Transport SPD, will be required to consider air quality impacts on the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past the Manchester Mosses SAC of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must <u>make a proportionate contribution towards restoration measures at Holcroft Moss and devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles.</u></p> <p>9.8.6 The Manchester Mosses Special Area of Conservation (SAC) has been identified as being at risk of harm from increased air pollution caused by traffic. <u>Through the Habitats</u></p>

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		<p><u>Regulation Assessment process the need for a Habitat Management Plan to ensure the delivery of long-term ecological resilience works involving hydrological restoration measures to benefit the Holcroft Moss, has been established. The Holcroft Moss Habitat Mitigation Plan will be produced by Warrington Borough Council in collaboration with all parties involved in the site restoration, including Natural England and GMCA. For this reason, the main allocations (Policies MD1 to MD4) and the smaller settlement allocations, which line the M62 corridor (Policies OS1, OS2 and OS6) must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan. In addition,</u> all proposals for development that would cause an increase in traffic levels that would exceed one or both of the thresholds in clause <u>Part 4</u> of Policy ENV8 must <u>also provide the same level of mitigation.</u> be accompanied by sufficient evidence to enable the effects upon the SAC to be assessed. Any significant effects would need to be addressed in line with Policy DC4. <u>The Council will work with the other partners to ensure the delivery of the Holcroft Moss Habitat Management Plan by the end of 2023. Where a contribution is required towards restoration works at Holcroft Moss, the basis for defining the level of contribution will be confirmed through an update to the Council’s Planning Obligations SPD.</u></p>
MM 019	MD1 Para 10.1.1	<p>10.1.1 Warrington Waterfront, extending from the south west of the Town Centre to the Manchester Ship Canal, will be developed as a new urban quarter of Warrington, taking advantage of its waterside setting. Development cannot come forward until the funding and the programme for the delivery of the Western Link have been confirmed. <u>Given current uncertainties around funding, the delivery of homes within the plan period cannot be relied on. Nonetheless, the Council is confident that funding for the Western Link will be secured at some point in the future and the Waterfront has the</u></p>

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	<p>Para 10.1.2</p> <p>Para 10.1.7</p> <p>Para 10.1.8</p> <p>Part 1</p>	<p><u>potential to make a significant contribution to future housing provision. It will provide around 1,335 new homes of which 1,070 will be delivered in the Plan Period.</u></p> <p>10.1.2 <u>The Waterfront has the potential to provide around 1,335 homes.</u> The new residential community will be supported by a new primary school and a local centre comprising local shops, a new health facility and other community facilities.</p> <p>10.1.7 The final form of development will be determined through the preparation of a comprehensive Development Framework to include a more detailed masterplan for the allocation and a strategy to ensure the timely delivery of supporting infrastructure.</p> <p><u>Community infrastructure will be required early on to ensure new residents have access to essential local services.</u></p> <p>10.1.7 Development cannot come forward until the funding and the programme for the delivery of the Western Link have been confirmed. This means the first homes are anticipated to be completed in 2027/28.</p> <p>10.1.8 The Waterfront will be delivered in two phases. The first phase will comprise the western part of the site and will be completed in full by the end of the Plan period in 2038. The second phase to the east will not be completed until beyond the plan period. Community infrastructure will be required early in the plan period to ensure new residents have access to essential local services.</p> <p>1. Warrington Waterfront will be allocated as a new urban quarter to deliver around 1,335 new homes of which 1,070 will be delivered in the plan period.</p>

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	Part 4	4. Prior to the commencement of any development The Council will require the preparation of a Development Framework for the entire site including a delivery strategy and phasing plan in order to ensure comprehensive and coordinated development.
	Part 5	5. <u>The agreed Development Framework should reflect the requirements of this Policy, be subject to consultation with statutory consultees and the local community and be in place at the point at which first planning applications are determined.</u> The Development Framework must conform to the requirements of this policy and be subject to consultation with statutory consultees and the local community.
	Part 41	41. The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4) <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u>
	Part 42.	42. Development will be required to preserve and <u>or</u> enhance the historic environment, heritage assets and their setting.
	New Para 10.1.15	<p><u>10.1.15 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council’s Planning Obligations SPD.</u></p> <p>10.1.156 The proposed residential areas within the allocation site do not currently have suitable vehicle access and some are also constrained by the River Mersey and the West Coast mainline. This means it is essential that development is coordinated with the delivery of the Western Link. <u>Given current uncertainties around the funding of the Western Link, the allocation cannot be relied upon to deliver homes within the plan period.</u></p>

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	<p>Para 10.1.16</p> <p>Para 10.1.17</p>	<p>10.1.16 7 The Council who are promoting the allocation are commitment <u>committed</u> to ensuring a comprehensive form of development and are supportive of the preparation of a Development Framework for the Waterfront.</p> <p>10.1.17 The Council is confident that the programme for the Western Link will enable the first homes in the urban extension to be completed in 2027/28. The first phase of the new urban quarter will be completed in full by the end of the Plan period in 2038 with the second phase commencing towards the end of the 6-10 year period but not being completed until beyond the plan period.</p>
MM 020	<p>MD2 Part 1</p> <p>Part 3</p>	<p>1. Land to the south east of Warrington, extending from Grappenhall Heys in the north, to the M56 in the south, as defined on the Proposals <u>Policies</u> Map, will be removed from the Green Belt and allocated as the South East Warrington Urban Extension.</p> <p>3. The Urban Extension will be supported by a wide range of infrastructure as follows:</p> <p>a. A range of housing tenures, types and sizes, including affordable homes, custom and self-build plots and supported and extra care housing.</p> <p>b. Two 2 form entry primary schools, capable of expansion to 3 forms of entry</p> <p>c. A new secondary school to provide a minimum of 4 forms of entry.</p> <p>d. A new leisure facility incorporating health provision.</p> <p><u>e. Contribution to expansion of proposed Appleton Cross GP facility.</u></p> <p>e-f. Local shops and other community facilities of an appropriate scale.</p> <p>f-g. An extensive green infrastructure network.</p> <p>g-h. Playing pitches.</p>

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	Part 5	<p>h-i. A range of smaller areas of open space within the residential development to serve the new community.</p> <p>i-j. A Community Recycling Centre.</p> <p>j-k. A comprehensive package of transport improvements, for both on-site and off-site works.</p> <p>k-l. Compensatory green belt improvements and ecological mitigation and enhancement.</p> <p>l-m. Flood mitigation and drainage including exemplary sustainable drainage systems (SuDS).</p> <p>5. The Development Framework will be agreed with the Council in advance of planning applications being submitted. The Development Framework will be a material consideration in the determination of planning applications across the Urban Extension; planning permissions will only be granted where they are consistent with the Development Framework.</p>
	Part 8	<p>8. Any development adjacent to the allocation boundary must not undermine the integrity of the delivery of the South East Warrington Urban Extension.</p>
	Part 16	<p>16. The Urban Extension should also include local shops, a supermarket, and other appropriate local services and community facilities <u>in accordance with Policy DEV5.</u> Any proposal for retail development above 2,500 sq.m. will require a retail needs assessment and be subject to the sequential assessment set out in Policy DEV5.</p>
	Part 26	<p>26. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required. <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it</u></p>

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	Part 27b	<p><u>can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> The improvements should be made in the immediate vicinity of the Urban Extension where possible. Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the <u>most a more</u> appropriate location.</p>
	Part 27c	<p>b. Improved cycling and walking routes well related to the green infrastructure network; connecting the new and existing residential areas and the South East Warrington Employment Area.</p>
	Part 40	<p>c. Providing public transport enhancements to connect the new community with the South East Warrington Employment Area; Stockton Heath; Warrington Town Centre and employment opportunities within the wider Warrington area.</p>
	Para 10.2.25	<p>40. Development within the Urban Extension will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4)- <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u></p>
	New Para 10.2.28	<p>10.2.25 The allocation Policy, together with the Council’s Infrastructure Delivery Plan, set out the key infrastructure requirements to support the South East Warrington Urban Extension <u>SEWUE. The IDP will be kept under review and any changes to the policy requirements will be confirmed through future reviews of the plan.</u></p> <p><u>10.2.28 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council’s Planning Obligations SPD.</u></p>

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MM 021	MD3	
	Para 10.3.3	10.3.3 Land at Fiddlers Ferry will deliver <u>a minimum of 860</u> around 1,800 homes, of which around 1,300 will be delivered in the plan period, and approximately 101 ha of employment land <u>in the plan period.</u>
	Para 10.3.5	10.3.5 To the east of the former power station is an area of land proposed to be removed from the Green Belt for a minimum of 860 homes. This will create the first phase of a new residential community and is also important in enabling the remediation of the former power station site itself.
	Para 10.3.6	10.3.6 The land to the south of the railway line and canal comprises a number of large lagoons which were associated with the cooling operation of the power station and for storage <u>and extraction</u> of fly ash deposits. <u>The extraction of ash from the lagoons remains ongoing as part of the restoration of the land to the south of the railway line and canal.</u> This land provides for a second phase of development that will start later in the plan period. The western section of this area will be removed from the Green Belt for a minimum of 900 homes, <u>This land has been included within the allocation site boundary to allow for a comprehensive approach to the regeneration and restoration of all of the operational land associated with the Power Station and in particular to facilitate the enhancement of</u> whilst the remaining lagoons and their setting will be enhanced to provide an ecological and major new recreational resource.
	Para 10.3.10	10.3.10 The development concept diagram has been informed by a masterplanning exercise, working with the landowner. It provides: <ul style="list-style-type: none"> <li data-bbox="954 1302 1783 1339">• a definitive boundary of the Fiddlers Ferry development site <li data-bbox="954 1342 1487 1378">• a definitive new Green Belt boundary

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	<p>Para 10.3.14</p> <p>Part 1</p> <p>Part 2</p> <p>Part 3</p>	<ul style="list-style-type: none"> • the boundary of the employment allocation • <u>the</u> locations of the <u>two new</u> residential neighbourhoods • illustrative leisure and green infrastructure network including parklands and green links <p>10.3.14 The Development Framework, including infrastructure requirements, will be kept under review throughout the duration of the build out of the Fiddlers Ferry development site. The detailed infrastructure requirements for the second phase of development will be confirmed through future formal reviews of the Local Plan.</p> <p>1. Land at the former Fiddlers Ferry Power Station site will be allocated to deliver a mixed-use development comprising approximately 101ha of employment land and a minimum of 1,760 <u>860</u> new homes, of which 1,310 homes will be delivered in the plan period.</p> <p>2. The allocation will include the removal of 82 <u>29</u> ha of land from the Green Belt to accommodate a minimum of 860 new homes on land to the north of the railway line and a further 900 homes to the south of the railway line (450 homes in the plan period).</p> <p>3. The allocation will be supported by the following range of infrastructure:</p> <ul style="list-style-type: none"> a. A range of housing tenures, types and sizes, including affordable homes, custom and self-build plots and supported and extra care housing. b. A new 1 form entry primary school, with room for expansion to 2 forms of entry. c. Local shops and other community facilities of an appropriate scale. d. Space within the development for a potential branch GP surgery. e. A contribution towards additional secondary school places. f. A contribution towards built leisure facilities. g. Three <u>new</u> parks and an extensive green infrastructure network.

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	<p>MDA3.2 (Heading)</p> <p>Part 4</p> <p>Part 5</p> <p>Part 6</p>	<p>h. A range of smaller areas of open space within the residential development to serve the new community.</p> <p>i. Playing pitches.</p> <p>j. A comprehensive package of transport improvements.</p> <p>k. Compensatory green belt improvements and ecological mitigation and enhancement.</p> <p>l. Flood mitigation and drainage including exemplary sustainable drainage systems (SuDS).</p> <p>MDA3.2 Delivery and Phasing</p> <p>4. The first phase of development at Fiddlers Ferry will include the employment site and the northern residential parcel to the north of the railway line. Development to the south of the railway line will fall into the second phase of development in the latter part of the plan period and beyond.</p> <p>5. The <u>principal</u> landowners <u>and developers</u> will be required to prepare a comprehensive Development Framework for the Fiddlers Ferry development site. The Development Framework will accord with the site-specific requirements of this policy and wider Local Plan requirements. The Framework will be subject to consultation with statutory consultees, <u>adjacent landowners</u> and the local community before being finalised.</p> <p>6. The Development Framework will be agreed with the Council in advance of <u>the determination of the application for the first part of the employment site and before any further</u> planning applications <u>being are</u> submitted. The Development Framework will be a material consideration in the determination of planning applications across the allocation site; planning permissions will only be granted where they are consistent with the Development Framework.</p>

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	Part 8	8. The Development Framework will be reviewed and updated alongside future reviews of the Local Plan. This process will confirm the infrastructure requirements for the second phase of development.
	Part 9	9. The residential development parcels will provide two <u>a</u> new neighbourhoods, each comprising an appropriate mix of housing in accordance with Policy DEV2, including a minimum of 30% provision of affordable housing.
	Part 15	15. The development will be required to deliver a new 1 form entry primary school, capable of expansion to 2 forms of entry. The primary school which should be located within the northern residential parcel immediately adjacent to the local centre.
	Part 17	17. The new local centre within Phase 1 of the development should provide a focal point for the new community and should include local shops and other appropriate local services. A small local centre will also be provided within the residential development within Phase 2. Any proposal for retail development above 500 sq.m. <u>gross</u> will require a retail needs assessment and be subject to the sequential assessment set out in Policy DEV5.
	Part 26	26. The Green Belt boundary to the northern development parcel will be formed by Widnes Road and an area of new parkland. To the east the Green Belt Boundary currently consists of Marsh Lane and the limits of existing development and would require strengthening to ensure permanence of the Green Belt in the long term.
	Part 27	27. The southern development parcel will further create a new Green Belt boundary to the east along the line of the Vyrnwy Aqueduct which also represents a recognisable and permanent boundary. The St Helens Canal and the railway further provide a robust partial boundary to the north of the southern parcel.

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	Part 28	<p>28 <u>27.</u> A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> These will form part of the comprehensive range of ecological and recreational enhancements proposed on land that will remain in the Green Belt. The improvements should be made in the immediate vicinity of the Urban Extension where possible. <u>Financial contributions will only be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in a more appropriate location.</u></p>
	Part 37	<p>37. Development at Fiddlers Ferry must not impact on the operation of the existing infrastructure services <u>or other operations</u> which cross or run close to the site including The Vyrnwy Aqueduct, the Grangemouth/Stanlow pipeline (and its associated COMAH zones), <u>all other COMAH sites</u> and any overhead power lines.</p>
	Part 41	<p>41. Development within the allocation site will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4)- <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u></p>
	Figure 19	<p>Fig. 19 Amended to reflect change in Green Belt boundary (See Appendix 1 for revised diagram).</p>

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	New Para 10.3.19	<u>10.3.19 The Development Framework will be subject to consultation with statutory</u>
		<u>consultees, adjacent landowners and the local community before being finalised. In particular it is recognised that new development must not prejudice or conflict with the continued operation of the adjacent Emerald Kalama Chemicals site.</u>
	New Para 10.3.20	<u>10.3.20 It is recognised that the first part of the employment site, on the area of the power</u>
		<u>station’s former coal yard, needs to come forward early in the Plan Period to support the deliverability of the wider allocation. The application for this part of the employment site must demonstrate how it integrates with and contributes to delivery of the infrastructure requirements of the wider allocation and will only be determined after the Development Framework has been approved.</u>
	Para 10.3.21	10.3.21 The programme for demolition of the power station and wider site clearance will
		enable the first homes to be completed on site in 2025/26, with employment development and 1,310 860 homes being delivered by the end of the plan period in 2038/ 39 .
	Para 10.3.22	10.3.22 The allocation Policy, together with the Council’s Infrastructure Delivery Plan, set out
		the key infrastructure requirements to support the Fiddlers Ferry allocation. <u>The IDP will be kept under review and any changes to the policy requirements will be confirmed through future reviews of the plan.</u>
	Para 10.3.24	10.3.24 To demonstrate this, a survey will be required to determine habitats and current use of
		the site to support a significant population ² of qualifying birds associated with the protected site. Where habitats are considered functionally linked to the SPA, non-breeding bird surveys will be required to determine if the site and neighbouring land

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	New para 10.3.27	<p>constitute a significant area of supporting functionally linked land (FLL). Surveys will be required to be undertaken during autumn, winter and spring. If habitat within the site or adjacent land are considered FLL and identified to support significant populations of qualifying bird species avoidance measures and mitigation will be required and the planning application will need to be assessed through a project specific Habitats Regulations Assessment to ensure that the development does not result in adverse effects on integrity of the Mersey Estuary SPA. <u>The mechanism for establishing the level of any required contributions from individual developments and how they would be used to undertake mitigation will be set out in the Council's updated Planning Obligations SPD.</u></p> <p><u>10.3.27 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council's Planning Obligations SPD.</u></p>
MM 022	MD4	Delete the whole of Policy MD4, paragraphs 10.4.1 to 10.4.14, Figure 20 and the Key evidence, Council Wide strategies and Delivery partner text.
MM 023	MD5 <u>MD4</u> Part 15	<p><u>Policy MD5 4 - Thelwall Heys</u></p> <p>15. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most a <u>more</u> appropriate location.</p>

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)
	Part 17 Part 22 Part 23 New para 10.5.8	17. The development will be required to make a contribution towards the delivery of improved cycle links to employment opportunities in the Town Centre and the South East Warrington Employment Area and across wider south Warrington. 22. Development within the allocation site will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4) <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u> 23. Development will be required to preserve and <u>or</u> enhance the historic environment, heritage assets and their settings. <u>10.5.8 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council's Planning Obligations SPD.</u>
MM 024	MD6	Delete the whole of Policy MD6, paragraphs 10.6.1 through to 10.6.10, Figure 22 and the key evidence, Council Wide strategies and delivery partner text.
MM 025	OS1 Part 13	13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most <u>a more</u> appropriate location.

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)
	Part 18 New para 10.6.7	18. The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4) <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u> <u>10.6.7 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council’s Planning Obligations SPD.</u>
MM 026	OS2 Part 13 Part 19 New para 10.7.8	13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided . <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most <u>a more</u> appropriate location. 19. The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4), <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u> <u>10.7.8 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council’s Planning Obligations SPD.</u>
MM 027	OS3	

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)
	Part 13	<p>13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most a <u>more</u> appropriate location.</p>
MM 028	<p>OS4 Part 14</p> <p>Part 22</p>	<p>14. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most a <u>more</u> appropriate location.</p> <p><u>Historic Environment</u></p> <p>22. Development will be required to preserve and <u>or</u> enhance the historic environment, heritage assets and their setting.</p>
MM 029	OS5 Part 14	

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)
	<p>Part 23</p> <p>Figure 27</p>	<p>14. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the first instance, the improvements should be made in the immediate vicinity of the site and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most a <u>more</u> appropriate location.</p> <p><u>Historic Environment</u></p> <p>23. Development will be required to preserve and <u>or</u> enhance the historic environment, heritage assets and their setting.</p> <p>Fig. 27 Amend 'Rushgreen Road Site Boundary' diagram to show site boundary including 78 Rushgreen Road as in examination document CD51 (See Appendix 1 for revised diagram).</p>
MM 030	<p>OS6 Part 12</p> <p>Part 13</p>	<p>12. The western, northern and eastern boundaries of the site define the Green Belt boundary. A landscape scheme will be required that reinforces these Green Belt boundaries, particularly the hedgerow along the northern boundary.</p> <p>13. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. <u>In the first instance, the improvements should be made in the immediate vicinity of the site</u></p>

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)
	<p>Part 18</p> <p>Part 19</p> <p>Part 24</p> <p>New para 10.11.10</p>	<p><u>and delivered by the developer. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.</u> Financial contributions will <u>only</u> be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most a <u>more</u> appropriate location.</p> <p>18. Development proposals will be required to assess the impact on the <u>public water supply</u>, groundwater environment and the operational asset in close proximity to the site and incorporate appropriate mitigation measures in accordance with Policies INF3 (Parts 5 to 7) and ENV8 (Parts 10 to 13).</p> <p>19. The development will be required to mitigate air quality impacts on the Manchester Mosses SAC in accordance with Policy ENV8 (Part 4), <u>including providing a financial contribution towards appropriate mitigation measures at Holcroft Moss.</u></p> <p>24. Development proposals will be expected to conserve <u>preserve and or</u> enhance the historic significance, appearance and integrity of and the ability to understand and appreciate the setting of the Battle of Winwick. <u>Additionally there will be a further requirement to undertake both desk-based assessment and field evaluation to explore the archaeological potential of the site.</u></p> <p><u>10.11.10 The basis for defining the level of contribution towards restoration works at Holcroft Moss, will be confirmed through an update to the Council's Planning Obligations SPD.</u></p>
MM 031	M1 & Monitoring Framework	

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)			
			<u>projected within Plan Period)</u>	Assessment (rolling 5, 10 and 15 year).	
		MD3	<ul style="list-style-type: none"> To deliver a sustainable urban extension mixed-use development of around 860 1,800 new homes (1,300 within the Plan period) and 101 hectares of employment land. 	<ul style="list-style-type: none"> Housing completions analysis. Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year). 	All
		MD4	<ul style="list-style-type: none"> To deliver a new sub-urban quarter of up to 1,200 new homes within the Plan period. 	<ul style="list-style-type: none"> Housing completions analysis. Strategic Housing Land Availability Assessment (rolling 5, 10 and 15 year). 	All
		MD6	<ul style="list-style-type: none"> To deliver a major new employment location of around 137 hectares of employment land. 	<ul style="list-style-type: none"> Employment land completions analysis. 	1, 2, 3, 4, 5, 11, 13, 15, 17, 19
MM 032	Appendix 1	<p>Amend housing trajectory table as in CD53 subject to</p> <p>Amended reference to Peel Hall from “Policy MD4” to “committed site”.</p> <p>Amended supply from MD1 to 0 in plan period.</p> <p>Deletion of line for southern parcel for MD3 and reducing total for site to 860.</p>			

Modification Reference Number	UPSVLP Policy or Paragraph Number	Change (deleted text in strike through ; new text <u>underlined and bold</u>)
		<p>Increase to Small Site Allowance for sites under 0.25ha to 100 per annum from 2022/23 onwards (i.e. to include estimate of additional amount from small sites with >5 units of 19 per annum).</p> <p>Amend totals accordingly.</p> <p>Do not include additional detailed information on small sites >5units.</p> <p>Amend bar chart accordingly.</p> <p>Updated Trajectory provided in Appendix 2.</p>

Appendix 1

Amended Figures



Figure 3 - Warrington Borough Council Local Plan Key Diagram

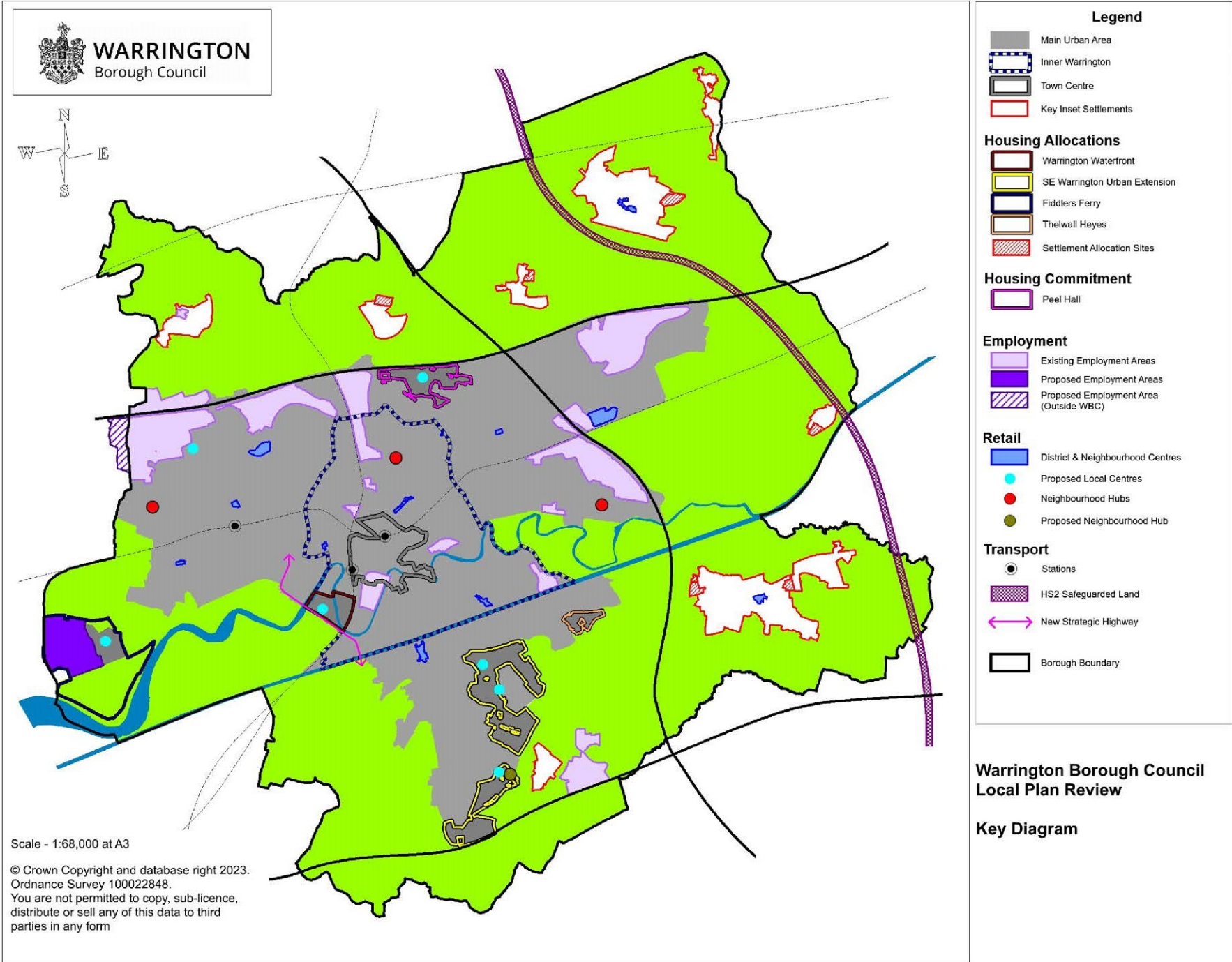


Figure 4 - Existing and Proposed Employment Sites

Existing Employment Areas
Employment Allocation

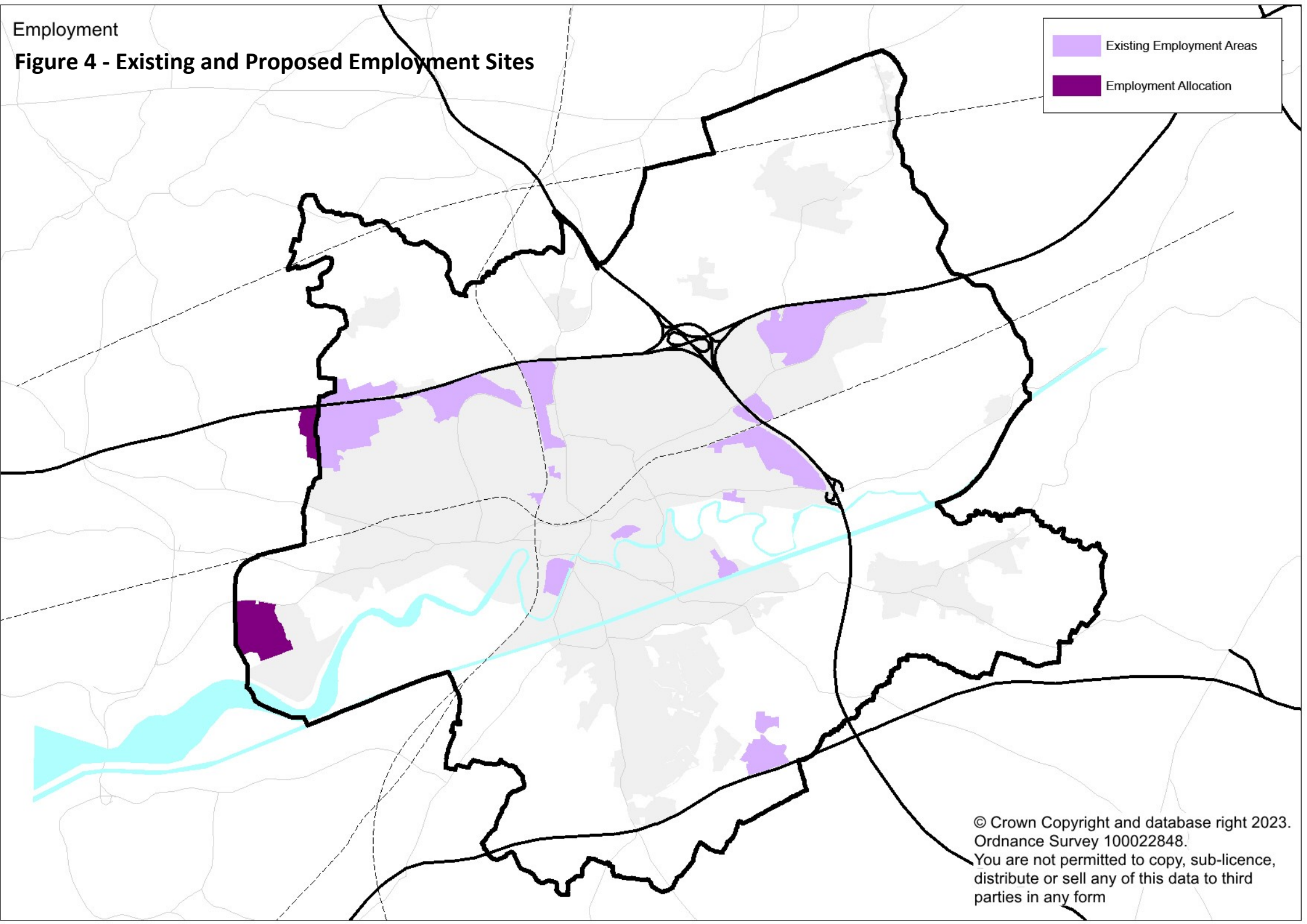
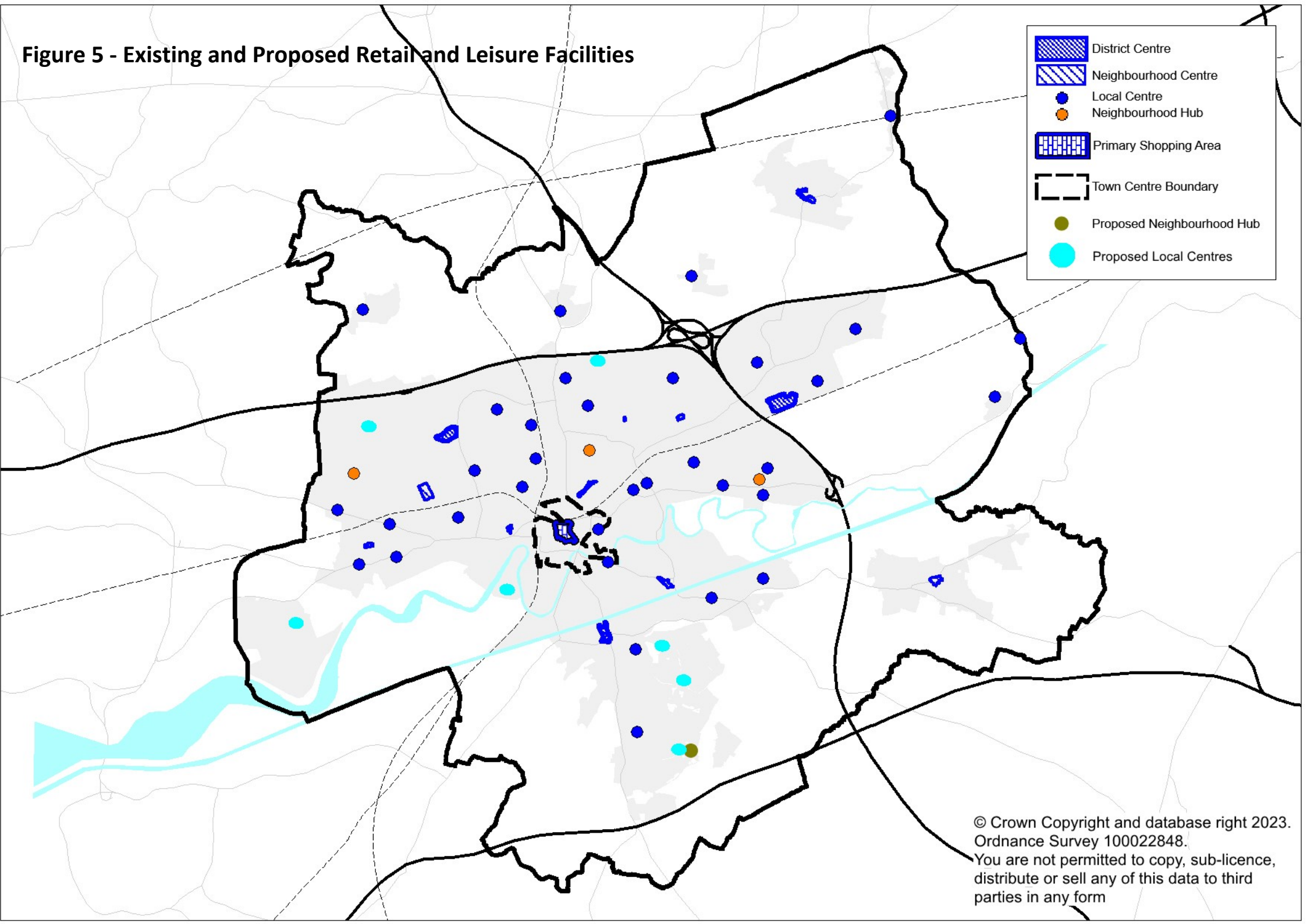


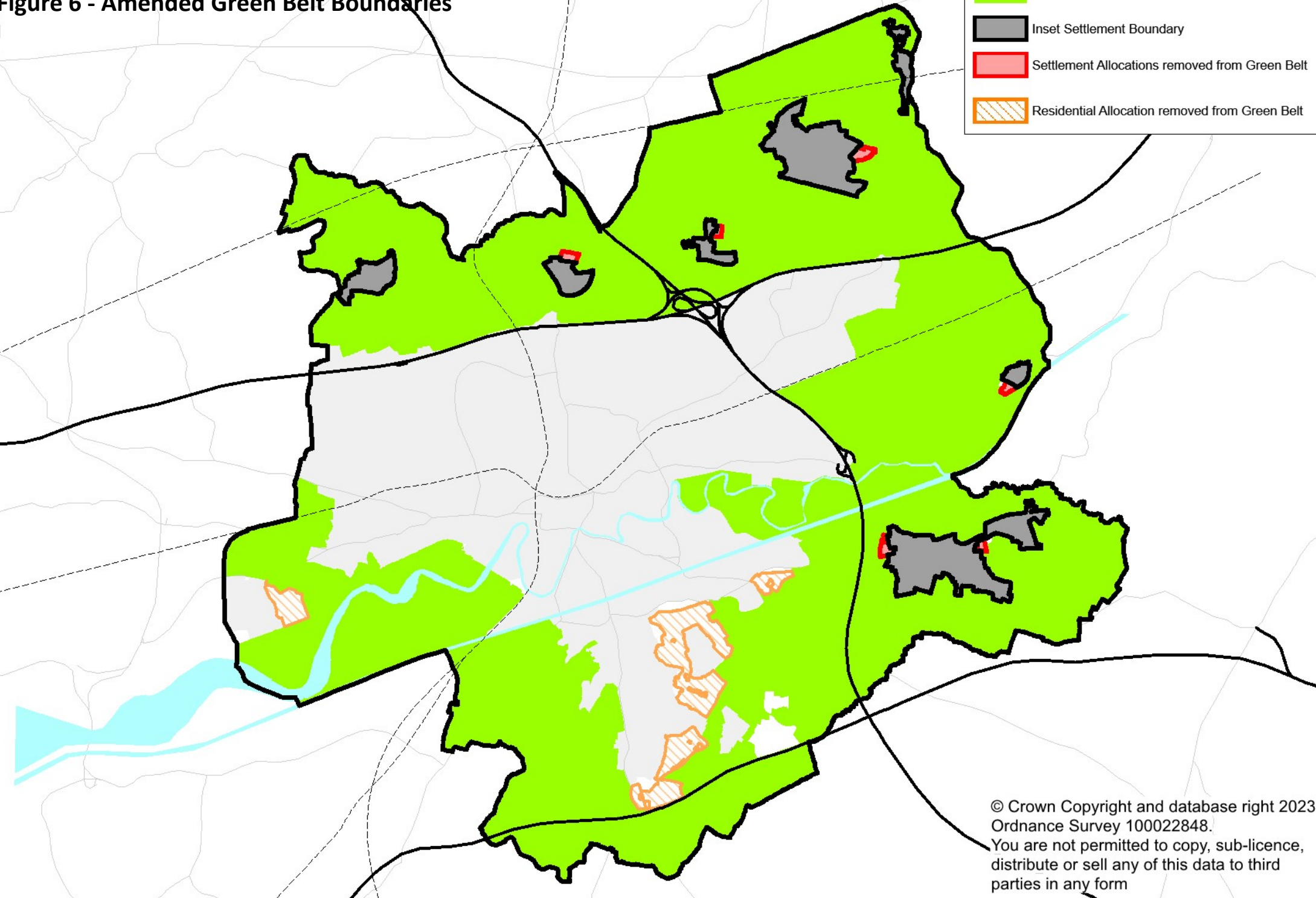
Figure 5 - Existing and Proposed Retail and Leisure Facilities



-  District Centre
-  Neighbourhood Centre
-  Local Centre
-  Neighbourhood Hub
-  Primary Shopping Area
-  Town Centre Boundary
-  Proposed Neighbourhood Hub
-  Proposed Local Centres

Figure 6 - Amended Green Belt Boundaries

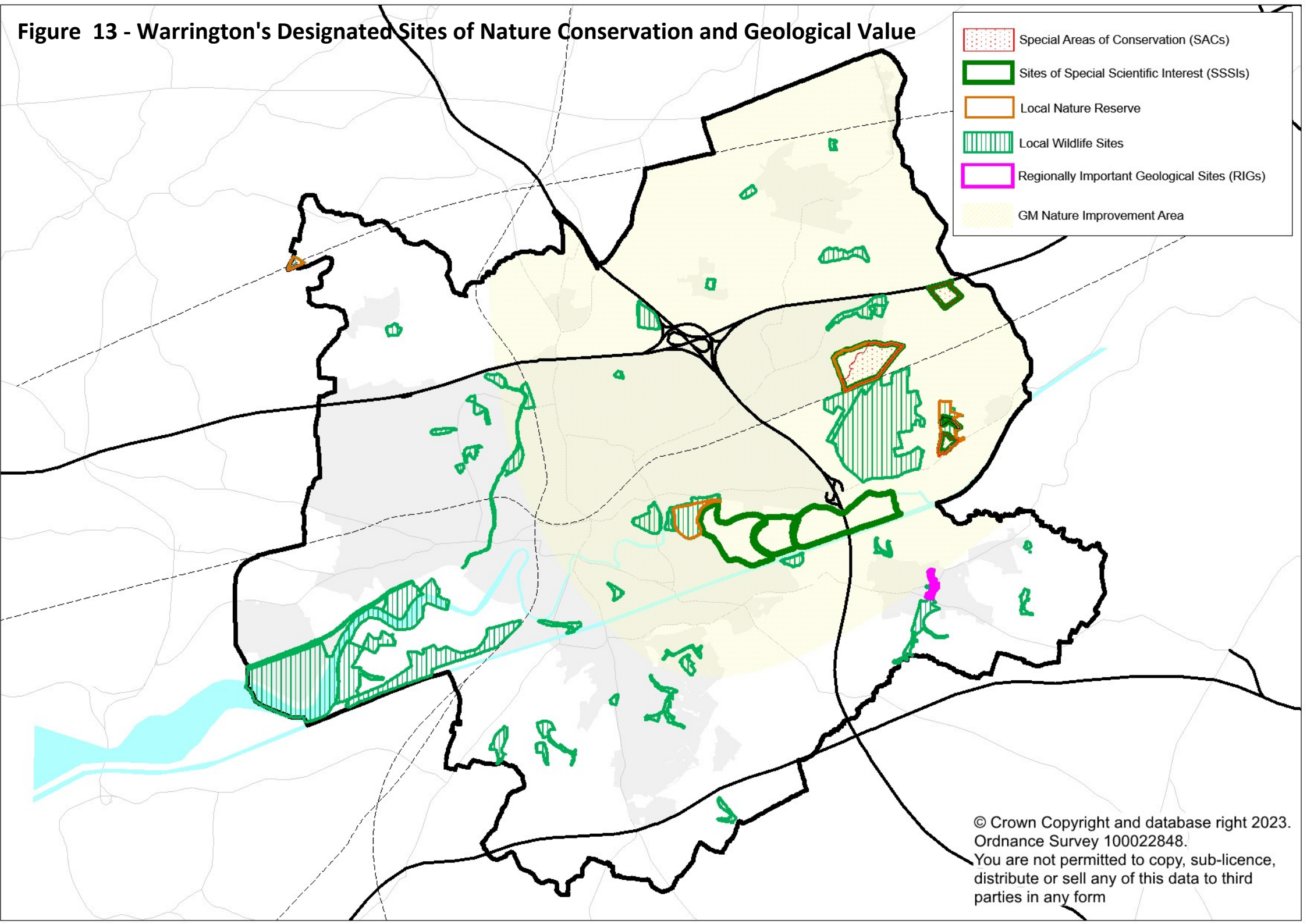
-  Green Belt
-  Inset Settlement Boundary
-  Settlement Allocations removed from Green Belt
-  Residential Allocation removed from Green Belt



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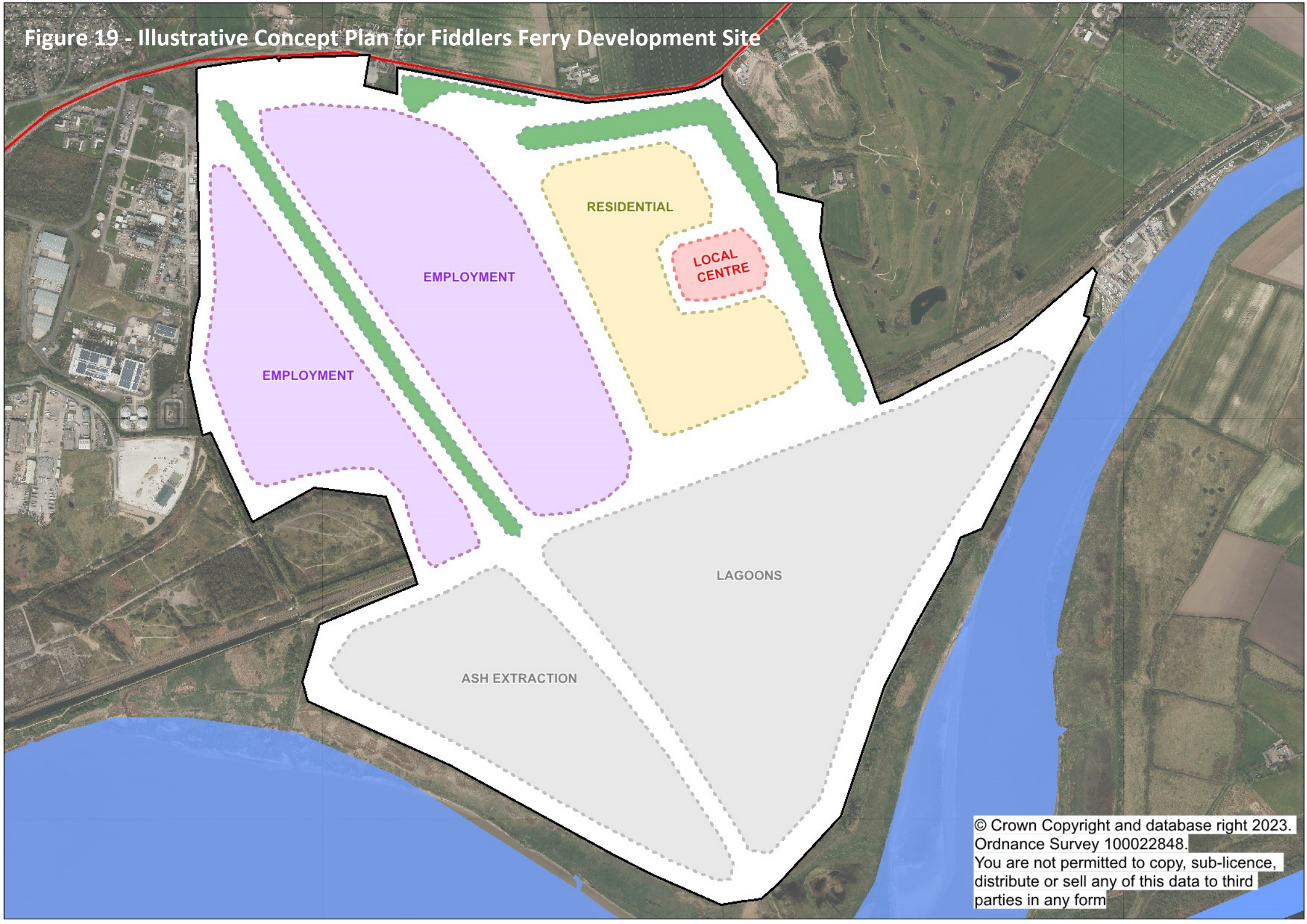
Figure 13 - Warrington's Designated Sites of Nature Conservation and Geological Value

-  Special Areas of Conservation (SACs)
-  Sites of Special Scientific Interest (SSSIs)
-  Local Nature Reserve
-  Local Wildlife Sites
-  Regionally Important Geological Sites (RIGs)
-  GM Nature Improvement Area



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Figure 19 - Illustrative Concept Plan for Fiddlers Ferry Development Site

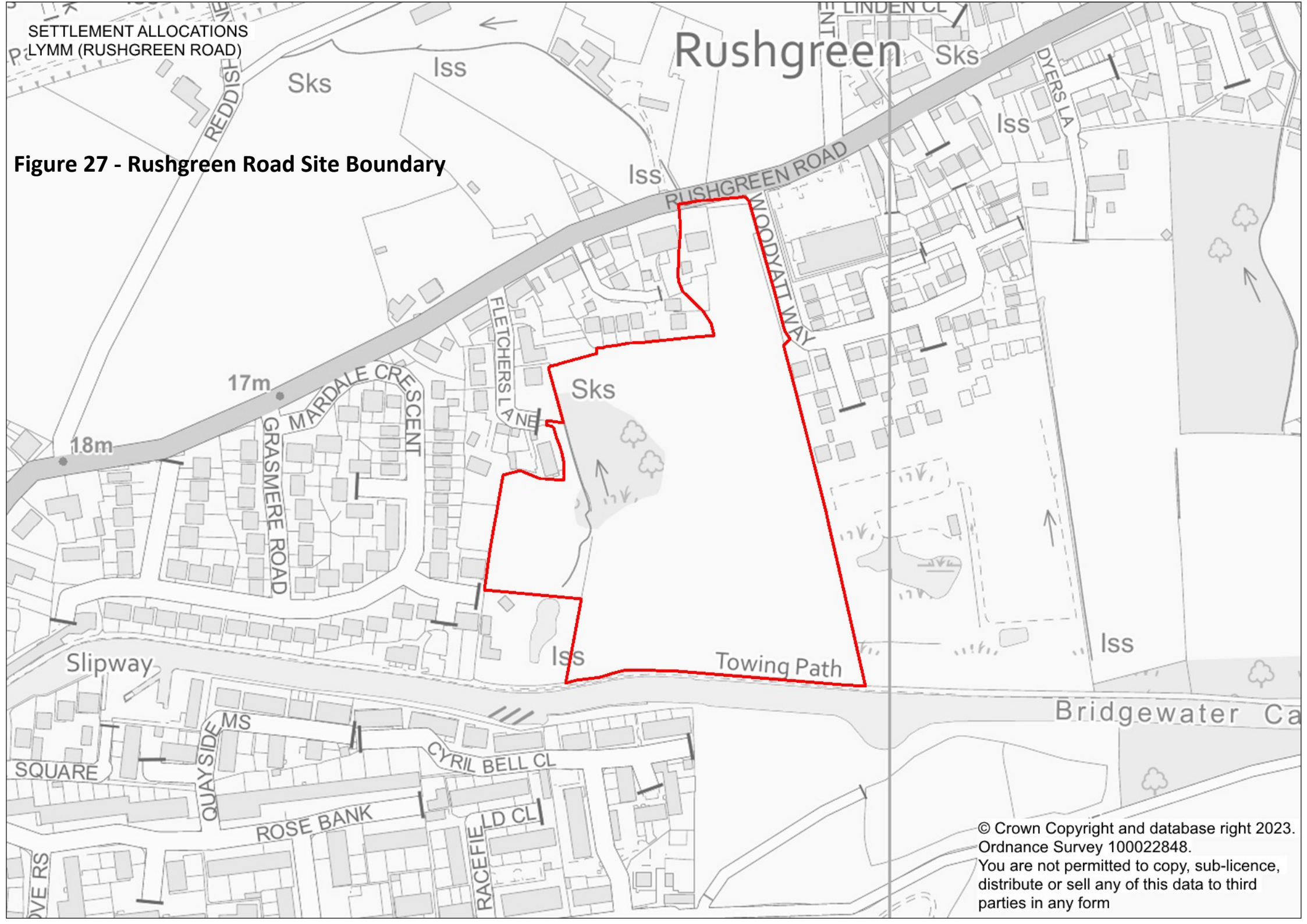


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SETTLEMENT ALLOCATIONS
POLYMM (RUSHGREEN ROAD)

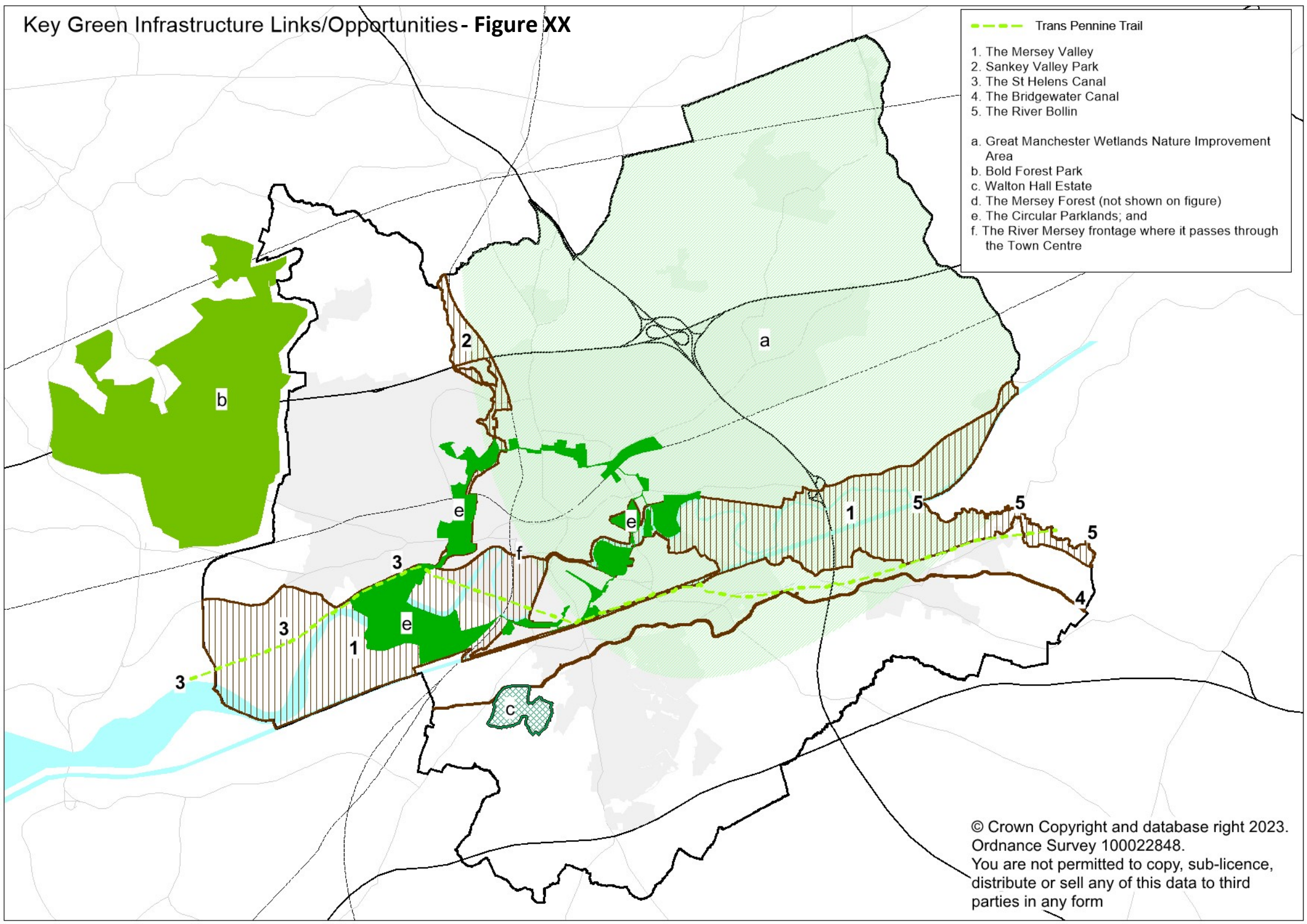
Rushgreen

Figure 27 - Rushgreen Road Site Boundary



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Key Green Infrastructure Links/Opportunities - Figure XX



Appendix 2

Appendix 1 – Housing Trajectory



Housing Trajectory

	Years 1-5					Years 6-10					Years 11-15					Years 16-18			PLAN PERIOD TOTALS
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	
Town Centre																			
SHLAA (Sites 0.25Ha and above)	0	152	362	55	255	50	198	132	1028	723	13	87	0	82	145	46	0	0	3328
Inner Warrington																			
SHLAA (Sites 0.25Ha and above)	126	129	137	166	102	48	18	0	208	196	74	55	46	146	35	22	0	0	1508
Wider Urban Area (Suburbs)																			
SHLAA (Sites 0.25Ha and above)	253	461	149	160	131	127	56	55	166	190	105	55	28	12	11	0	0	0	1959
Committed Site																			
SHLAA Ref: 1506	0	0	0	0	60	120	120	120	120	120	120	120	120	120	60	0	0	0	1200
Waterfront (Policy MD1)																			
SHLAA Ref: 1541 (Parcel K7)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHLAA Ref: 1633 (Parcel K5)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEWUE (Policy MD2)																			
Green Belt Release	0	0	0	0	90	180	180	180	180	180	180	180	180	180	180	180	180	180	2430
SHLAA Sites (HE consented)	147	184	142	98	48	48	48	48	24	0	0	0	0	0	0	0	0	0	787
Fiddlers Ferry Power Stn (Policy MD3)																			
Northern Parcel (GB Release)	0	0	0	0	35	70	70	70	70	70	60	60	60	60	60	60	60	55	860
Thelwall Heys (Policy MD5)																			
Thelwall Heys (GB Release)	0	0	0	28	55	55	55	55	55	7	0	0	0	0	0	0	0	0	310
Settlements (Policies OS1 to OS6)																			
Croft (GB Release)	0	0	0	17	35	23	0	0	0	0	0	0	0	0	0	0	0	0	75
Culcheth (GB Release)	0	0	0	27	55	55	55	8	0	0	0	0	0	0	0	0	0	0	200
Hollins Green (GB Release)	0	0	0	17	35	35	3	0	0	0	0	0	0	0	0	0	0	0	90
Lymm - Warrington Rd (GB Release)	0	0	0	27	55	55	33	0	0	0	0	0	0	0	0	0	0	0	170
Lymm - Rushgreen Rd (GB Release)	0	0	0	17	35	35	35	14	0	0	0	0	0	0	0	0	0	0	136
Winwick (GB Release)	0	0	0	17	35	35	35	8	0	0	0	0	0	0	0	0	0	0	130
SHLAA (Sites 0.25Ha and above)	5	5	14	0	4	0	10	0	22	20	13	0	0	4	0	0	0	0	97

Other																				
SHLAA (Sites 0.25Ha and above)	47	22	14	49	4	0	0	0	46	11	0	7	2	0	0	0	0	0	202	
Small Sites Allowance																				
SHLAA (Sites under 0.25Ha)	106	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	1806	
TOTAL (Urban Capacity + GB Release)																			15288	
	684	1053	918	778	1134	1036	1016	790	2019	1617	665	664	536	704	591	408	340	335	15288	
Total (5 Years)	4567					6478					3160					1083				
Average	913					1296					632					361				

GB Release																					
Total (Year)	0	0	0	150	430	543	466	335	305	257	240	240	240	240	240	240	240	235	4401		
Total (5 Years)	580					1906					1200					715					4401

Urban Capacity																					
Total (Year)	684	1053	918	628	704	493	550	455	1714	1360	425	424	296	464	351	168	100	100	10887		
Total (5 Years)	3987					4572					1960					368					10887

Completions by Year

