



Warrington Borough Council

Habitats Regulations Assessment

Appropriate Assessment of Core Strategy
and Third Local Transport Plan

January 2012

WARRINGTON BOROUGH COUNCIL
HABITATS REGULATIONS ASSESSMENT

**APPROPRIATE ASSESSMENT OF
CORE STRATEGY AND
THIRD LOCAL TRANSPORT PLAN**

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January 2012

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1.0 INTRODUCTION

PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to undertake a Stages 2 and 3 Appropriate Assessment (AA) of Warrington Borough Council's Core Strategy and Third Local Transport Plan.
- 1.2 The report identifies relevant policies, strategic options and development initiatives detailed in Warrington Borough Council's Core Strategy and Third Local Transport Plan and any other identified plans and projects with the potential to have significant effects on the identified Natura 2000 sites (see Chapters 2.0 and 4.0 for further details on other relevant plans and projects and Natura 2000 sites respectively).
- 1.3 Where the potential for significant effects has been identified, the nature and likely scale of effects on the integrity of the individual Natura 2000 sites are reported. Where potentially significant effects have been identified, the report suggests a number of mitigation measures and alternatives to the Core Strategy and Third Local Transport Plan which, if implemented, would remove the potential for significant effects on Natura 2000 sites.
- 1.4 Warrington Borough Council's Transport, Planning and Environment department have been working to ensure that the key policies and objectives of the Core Strategy and the Third Local Transport Plan are compatible with one another. The evidence base of the AA must be comprehensive and robust and reflect an accurate assessment of local conditions to ensure accordance with the HRA process and the Local Development Framework Tests of Soundness (the latter will be used to ascertain whether or not the Core Strategy is suitable to be formally adopted).

BACKGROUND TO HABITATS REGULATIONS ASSESSMENT

- 1.5 Habitats Regulations Assessment (HRA) is an assessment of the potential effects of proposed plans or projects (either alone or in combination with other plans and projects) on the integrity of one or more European sites of nature conservation importance known as Natura 2000. Such sites are afforded legal protection via Directive 92/43/EEC 'Conservation of Natural Habitats and Wild Flora and Fauna' (known as the 'Habitats Directive') which provides the legislative means to protect their habitats and species. The Habitats Directive is implemented in the UK under the Conservation of Habitats and Species Regulations 2010 (known as the 'Habitats Regulations').
- 1.6 The requirement for HRA is outlined in Article 6(3) and 6(4) of the Habitats Directive. Article 6(3) states:

"Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans and projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public."

1.7 Article 6(4) states:

'If in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature, the member state shall take all compensatory measures necessary to ensure that overall coherence of Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted. Where the site concerned hosts a priority natural habitat type and/or priority species, the only considerations which may be raised are those relating to human health or public safety, of beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest.'

- 1.8 The Natura 2000 network provides ecological infrastructure for the protection of sites which are of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species within the European Community. These sites are also referred to as European sites, and consist of Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Offshore Marine Sites (OMS) (there are no OMS designated at present). Planning Policy Statement 9: Biodiversity and Geological Conservation (PPS 9) notes that Ramsar sites are to be afforded the same level of consideration as SPAs and SACs. Guidance also suggests that potential, proposed and candidate European sites should also be taken into consideration. Therefore throughout this document, 'Natura 2000' will be used to refer to SPAs, SACs and Ramsar sites and potential, proposed or candidate SPAs, SACs and Ramsar sites.
- 1.9 More detailed information about the procedures of the Habitats Regulations Assessment and the method adopted for this AA is detailed at Chapter 2.0 Method.

2.0 METHOD

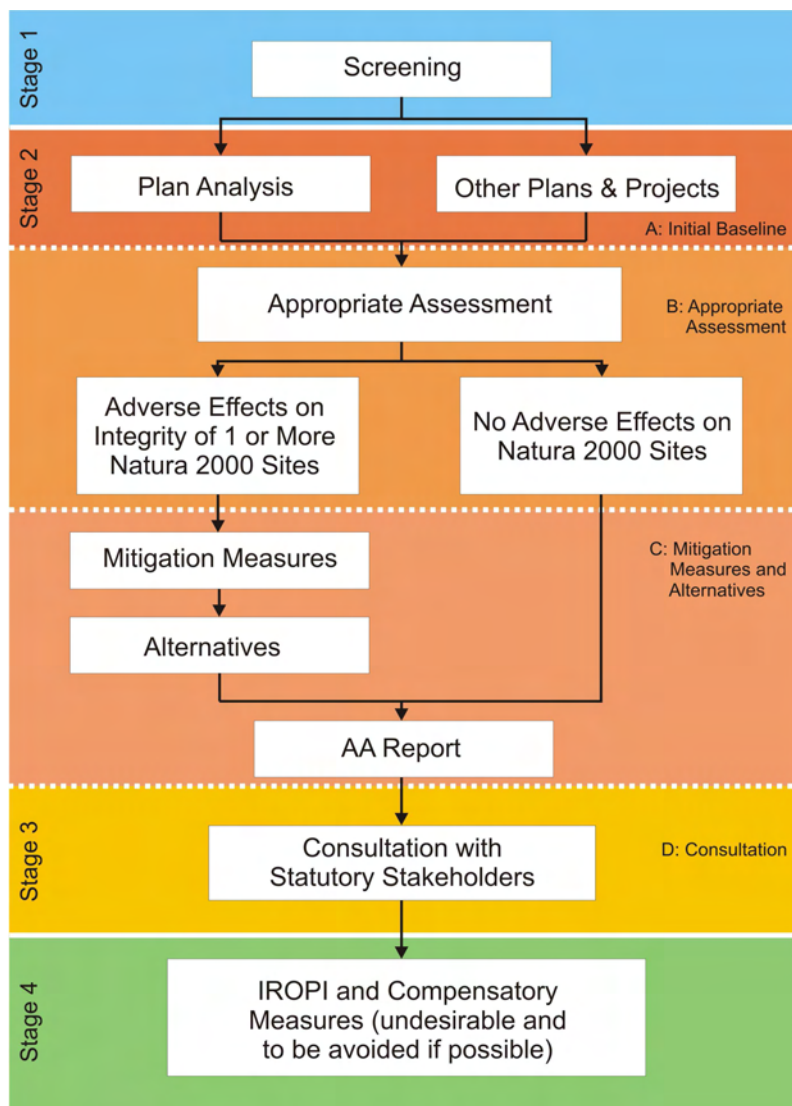
INTRODUCTION

- 2.1 An Appropriate Assessment is a decision by the 'Competent Authority' as to whether the proposed plan or project can be determined as not having an adverse effect on the integrity of any Natura 2000 sites. The Competent Authority in this case is Warrington Borough Council.
- 2.2 The principle objective of AA is to ensure that the fundamental principles of the Local Development Framework Core Strategy (which will guide development in the Borough over the next 20 years) and the Third Local Transport Plan will not result in any adverse effects on Natura 2000 sites.
- 2.3 The Habitats Directive applies the precautionary principle to protected areas; plans and projects can only be approved or permitted having ascertained that there will be no adverse effect on the integrity of the site(s) in question, unless there are no alternatives and there are over-riding reasons of public interest.
- 2.4 The approach adopted for this AA is to focus on avoidance of adverse effects on site integrity rather than mitigation, through the policy development. In accordance with guidance, the AA should make use of an appropriate level of detail for the assessment which will provide sufficient information on which to make the strategic planning decisions required with the necessary level of confidence.
- 2.5 The following core guidance documents have been used to help inform the method of this AA:
- Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites: Methodological Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission 2002);
 - Habitats Regulations Guidance Note 1: The Appropriate Assessment (English Nature 1997);
 - Habitats Regulations Guidance Note 3: The Determination of Likely Significant Effect (English Nature 1999);
 - Habitats Regulations Guidance Note 4: Alone or In Combination (English Nature 2001);
 - Circular 06/2005: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within the Planning System (Office of the Deputy Prime Minister 2005);
 - Planning for the Protection of European Sites: Appropriate Assessment – Guidance for Regional Spatial Strategies and Local Development Documents (Department for Communities and Local Government 2006);
 - The Appropriate Assessment of Spatial Plans in England: A Guide to Why, When and How to do it (RSPB 2007); and
 - Appropriate Assessment of Plans (Scott Wilson, Levett-Therivel Sustainability Consultants, Treweek Environmental Consultants, Land Use Consultants (2006).

HABITATS REGULATIONS ASESMENT - PROCEDURE

- 2.6 The flow chart below details the different stages of Habitats Regulations Assessment including Stage 1 (Screening for Appropriate Assessment) and Stages 2 and 3 (Appropriate Assessment).

Flow Chart of Overall HRA Approach



Stage 1 – Screening

- 2.7 Warrington Borough Council has previously undertaken Stage 1 HRA (screening) of the Core Strategy Issues and Options document and Draft Local Transport Plan (October 2010). The Stage 1 screening document concluded that these plans are likely to have significant adverse effects on 7 and 5 (respectively) of the identified Natura 2000 sites. These conclusions were subsequently agreed by Natural England who confirmed that Stage 2 and 3 AA would be required of Warrington Borough Council’s Core Strategy and Draft Local Transport Plan.
- 2.8 The Stage 1 HRA also identified a number of other plans and projects, including those of neighbouring local authorities with the potential to create adverse ‘in combination’

effects identified Natura 2000 sites. A full list of other relevant plans and projects identified as part of this AA is detailed at Table 2.1 below.

2.9 The Stage 1 HRA identified a total of 7 Natura 2000 sites with the potential to be adversely affected by the Core Strategy and/or the Draft Local Transport Plan as follows:

- Manchester Mosses SAC;
- Mersey Estuary SPA/Ramsar;
- Midland Meres and Mosses Phase 1 Ramsar;
- Midland Meres and Mosses Phase 2 Ramsar;
- West Midland Mosses SAC;
- River Dee and Lake Bala SAC; and
- Rixton Clay Pits SAC.

2.10 The Core Strategy was judged to have the potential to adversely affect all 7 Natura 2000 sites identified above.

2.11 The Draft Local Transport Plan was judged to have the potential to adversely affect 5 of the 7 Natura 2000 sites as follows:

- Manchester Mosses SAC;
- Mersey Estuary SPA/Ramsar;
- Midland Meres and Mosses Phase 1 Ramsar;
- Midland Meres and Mosses Phase 2 Ramsar; and
- Rixton Clay Pits SAC.

2.12 Subsequently, the Stage 1 HRA concluded by stating that Appropriate Assessment would be required to ascertain whether or not the Core Strategy and Local Transport Plan (alone and in-combination with other plans and projects) would result in significant adverse effects on the integrity of the Natura 2000 sites.

Stage 2A – Plan Analysis/Other Plans and Projects

2.13 The extent, nature and condition of all Natura 2000 sites was established, both within the administrative area of Warrington Borough Council and in the surrounding area. This was primarily undertaken using the data already detailed in the Stage 1 HRA undertaken by Warrington Borough Council. The conservation objectives and qualifying features of the Natura 2000 sites was also clarified (see Chapter 4.0 for further details of identified Natura 2000 sites).

2.14 A series of individually modest effects may in combination produce adverse effects that are likely to adversely affect the integrity of one or more Natura 2000 sites. Article 6(3) of the Habitats Directive tries to address this by taking into account the combination of effects from other plans or projects. The Directive does not explicitly define which other plans and projects are within the scope of the combination provision. Guidance in section 4.4.3 of 'Managing Natura 2000 Sites: The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC', published by the European Commission, states:

'When determining likely significant effects, the combination of other plans or projects should also be considered to take account of cumulative impacts. It would seem appropriate to restrict the combination provision to other plans or projects which have been actually proposed.'

- 2.15 TEP defined a list of other plans and projects with the potential to result in adverse effects on Natura 2000 sites in combination with the Core Strategy and Third Local Transport Plan. The agreed list was initially derived from the plans and projects identified in the Stage 1 HRA. However, research was undertaken to ascertain if there are any additional plans and projects that should be included in the Stage 2 and 3 HRA. This included relevant plans and projects from neighbouring local authority administrative areas (including adopted local plans, unitary development plans, emerging LDF documents, waste plans and mineral plans). A full schedule of all plans and projects identified are detailed in the table below:

Table 2.1 – Other Relevant Plans and Projects

Other Relevant Plans and Projects	
St Helens Unitary Development Plan (Amended) (2007)	Halton Unitary Development Plan (2005)
Wigan Replacement Unitary Development Plan (2006)	Salford Unitary Development Plan (2006)
Trafford Revised Unitary Development Plan (2006)	Macclesfield Borough Local Plan (2004)
Vale Royal Borough Local Plan First Review Alteration (2001)	St Helens LDF Re-Publication Core Strategy (January 2011)
Halton LDF Core Strategy Revised Proposed Submission Document (May 2011)	Wigan LDF Draft Core Strategy Proposed Submission Version (February 2011)
Salford Draft Core Strategy (November 2009) and Core Strategy Pre Publication Consultation (June 2011)	Trafford LDF Core Strategy Publication Document (September 2010)
Cheshire East Council LDF Core Strategy: Issues and Options Paper (November 2010)	Cheshire West and Chester Council LDF Core Strategy: Issues and Options (November 2009)
Merseyside Third Local Transport Plan	Halton Third Local Transport Plan 2011/12 – 2025/2026
Greater Manchester Third Local Transport Plan 2011/2012 – 2015/2016	Cheshire East Local Transport Plan Final Strategy 2011 - 2026
Cheshire West and Chester Integrated Transport Strategy 2011 - 2026	Merseyside Joint Waste Development Plan Document Preferred Options Report (May 2010) and Preferred Options 2: New Sites Consultation (May 2011)
Greater Manchester Waste Development Plan Document	Cheshire Replacement Waste Local Plan (2007)
Greater Manchester Minerals Plan Development Plan Document Preferred Approach (October 2010)	Cheshire Replacement Minerals Local Plan (1999)

- 2.16 The policies detailed in the Core Strategy and Third Local Transport Plan and all other identified plans and projects were reviewed to ascertain whether they are likely to have any adverse effects on any Natura 2000 sites. This process followed on from the approach adopted by the Council in the Stage 1 HRA but took it a step further by adopting a simple matrix system to clearly demonstrate which policies are likely to have adverse effects on Natura 2000 sites. Policies not considered likely to have any adverse effects on site integrity were ‘scoped out’ and not considered as part of this AA. The criteria adopted throughout this stage of the assessment to scope policies out of the AA is as follows:

- General supporting policies with no specific geographical context that will not lead directly to the development of specific pieces of land. Examples include policies that ensure that any development conforms to a certain standard/criteria (such as *'development will only be permitted where.....'* or *'development must adhere to the following criteria.....'*) or policies about very specific types of minor development (such as policies for roller shutters, residential extensions etc);
- Policies for development that do have geographical context but the development would clearly be unlikely to result in any adverse effects on site integrity by virtue of its type, scale or distance from identified Natura 2000 sites; and
- Policies that seek to protect Natura 2000 sites or other environmentally sensitive/designated areas from development that may result in adverse effects.

2.17 Although UDPs and local plans from neighbouring local authorities have been reviewed as part of this assessment, projected population growth figures and associated allocated sites (predominately housing, employment and retail) have not been considered as LDF Core Strategy documents have subsequently been produced by all neighbouring authorities. The Core Strategy documents set out preferred growth options for a period of between 10 and 15 years together with identified locations for strategic development sites (typically housing, employment and retail). As part of the process of producing Core Strategy documents, undeveloped allocated sites from UDPs and local plans are reviewed together with new sites put forward for potential development. Where UDP and local plan sites are known not to have been developed, they have been included in the assessment.

2.18 The policy review tables of all plans and projects can be viewed at Appendix A.

Stage 2B – Appropriate Assessment

2.19 The individual policies identified as likely to have isolated or in-combination adverse effects were assessed in more detail to ascertain the likely nature of the effects on the integrity of the Natura 2000 sites. The assessment considered the potential for adverse effects on the following aspects of each individual Natura 2000 site:

- Qualifying features;
- Conservation objectives; and
- Environmental conditions sustaining integrity of site/species/habitats.

2.20 The AA considered the potential for adverse effects on the Natura 2000 sites. Particular consideration was given to the designated qualifying features, conservation objectives and environmental conditions sustaining the integrity of each Natura 2000 site.

2.21 Natural England provides a series of conservation objectives for each Natura 2000 site relating directly to the features for which the sites were designated. The conservation objectives largely relate to long-term site management and measurable targets which allow their overall condition to be monitored.

2.22 Any potential effects (either alone or in combination with other plans and projects) which would be likely to compromise the ability of a Natura 2000 site to function in

accordance with these environmental aspects have been considered to be significant and are explained in more detail in the assessment tables (see Chapter 5.0 for assessment tables). The AA has been undertaken using professional judgement by a Chartered Senior Planning Consultant and a Principal Ecologist (Chartered Environmentalist).

Principal Potential Effects

- 2.23 The Core Strategy, Third Local Transport Plan and other identified plans and projects have the potential to cause a number of direct and indirect effects on Natura 2000 sites using one or more pathways. Such potential effects are usually long-term effects associated with the operational phase of proposed developments or general population growth; however, they can also include short-term effects arising from the development construction phases. The main potential effects are as follows:

Loss of Habitats or Species

- 2.24 The potential for habitat and/or species density to be reduced (overall loss) due to physical development.

Habitats or Species Fragmentation

- 2.25 The potential for habitats to break up or fragment as a result of changes to the physical environment could in turn result in the fragmentation of species usually associated with the affected habitats.

Principal Environmental Sources and Pathways

- 2.26 For potential effects to arise, a source and a pathway need to be present. The main potential pathways and sources are as follows:

Direct Land Take

- 2.27 New developments built directly on a designated site resulting in the direct reduction of habitats or species density.

Proximity Effects

- 2.28 New developments close to Natura 2000 sites have the potential to result in disturbance effects of an increase in noise (people and vehicles) and the introduction of lighting associated with the development construction phase. Construction vehicle movements also have the potential to result in additional disturbance.

Recreational Pressures

- 2.29 Recreational pressures from human activities can increase as a result of new developments and population increases both close to and further away from Natura 2000 sites. Recreational activities include but are not limited to walking, cycling, dog-walking, horse-riding, motor boating and other water-based recreational activities.
- 2.30 Recreational pressures could also be included under the heading 'proximity effects'; however, recreational pressures can also arise due to new developments further away from Natura 2000 sites. For example, large housing developments could be allocated in a development plan 5km from a Natura 2000 site; however, the Natura 2000 site

could be the nearest site of substantial biodiversity interest to the new housing development, could contain unique habitats and species not offered by other environmentally sensitive areas, or contain features that allow specific recreational activities to be undertaken (for example water-sports).

Hydrological Effects

2.31 New development and population increase can result in hydrological effects to existing watercourses. Such effects can include changes to water flow, quality and levels; this can have subsequent effects on habitats and supported species. The main types of potential hydrological effects are as follows:

- Water abstraction – new developments would increase the demand for water resulting in increased levels of water abstraction and subsequently affect water flow, quality and levels. Any such effects would be more extreme during the summer as water demand will peak at this time; and
- Water discharges – new developments could result in an increase in discharges to water via foul and surface water/storm water drainage (flood risk). This could also occur during construction phases (e.g. oil spillage or other pollution incidents from construction plant and machinery) but would be short-term and of reduced significance. Discharges can also occur during the operational phase of works through the increased use of waterways by motor powered boats and oil from a higher number of cars using roads close to the watercourse network.

2.32 The vast majority of new developments would discharge water directly into other watercourses rather than directly into the Mersey Estuary (unless contained sustainable drainage systems were utilised). These watercourses may then discharge into the Mersey Estuary; however prior to this, the watercourses pass through other built development areas. Therefore it would be very difficult to ascertain the extent to which new development within Warrington Borough Council’s administrative area was contributing to any decrease in water quality in the Mersey Estuary.

Air Quality Effects

2.33 New developments and an increase in population have the potential to result in an increased use of the road network by vehicles which could have adverse effects on air quality. This could have subsequent effects on habitats sensitive to air quality changes and higher deposits of nitrogen dioxide, particulates and sulphur dioxide (diesel trains) such as the Manchester Mosses SAC, Rixton Clay Pits SAC, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites and West Midland Mosses SAC. For example, there is the potential for effects on the health of *Sphagnum* (which is critical to the ability of the degraded raised bog to re-establish actively growing peat within the site).

2.34 It should be noted that the likelihood of this effect is greatly reduced as the distance increases between the deposit area (typically the road network) and the Natura 2000 site. Pollutant levels can be expected to fall substantially at a distance less than 50m from the source and can be expected to fall to background levels at a distance of more than 200m (Design Manual for Roads and Bridges (DMRB) Volume 11).

2.35 In addition, the vast majority of new vehicles on the road generally emit fewer emissions than older vehicles. This has become more apparent over the last 5 years as the car industry has responded to increasing climate change (carbon reduction)

pressures. Road tax bands were also amended by the Government in 2009 to ensure that the most polluting cars are penalised more heavily than previously. These measures have helped to increase the demand for cleaner more fuel efficient vehicles (including electric vehicles supported by government subsidies); this trend will only increase further in the future as cars continue to become even greener.

Establish Assessment Method

Background

2.36 The European Commission (EC) has provided guidance with regard to methods of undertaking Habitats Regulations Assessment entitled ‘Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites: Methodological Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission 2002)’.

2.37 This AA has been undertaken using a matrix template to ascertain the likely presence and nature of adverse effects on the integrity of each individual Natura 2000 site. The matrix template adopted for this AA has been produced with reference to the guidance in the EC guidance document. The structure of the matrix allows for the assessment of isolated and in-combination effects from other plans and projects.

Significance

2.38 The following broad criteria outlined in English Nature’s ‘Habitats Regulations Guidance Note 3 – The Determination of Likely Significant Effect (1999)’ was used as the basis for identifying relevant policies to be considered for the AA (see Stage 2A for further details) and the development of the matrix system for the AA itself:

Table 2.2 – Significance Criteria

Significance Criteria
1. Causing change to the coherence of the site or to the Natura 2000 series (e.g. presenting a barrier between isolated fragments, or reducing the ability of the site to act as a source of new colonisers).
2. Causing reduction in the area of habitat or of the site.
3. Causing direct or indirect change to the physical quality of the environment (including the hydrology) or habitat within the site.
4. Causing ongoing disturbance to species or habitats for which the site is notified.
5. Altering community structure (species composition).
6. Causing direct or indirect damage to the size, characteristics or reproductive ability of populations on the site.
7. Altering the vulnerability of populations etc. to other impacts.
8. Causing a reduction in the resilience of the feature against external change (for example its ability to respond to extremes of environmental conditions).
9. Affecting restoration of a feature where this is a conservation objective.

Integrity

2.39 Integrity is described in ODPM Circular 06/2005: Biodiversity and Geological Conservation - Statutory Obligations and their Impact within the Planning System as:

'the site's coherence, ecological structure and function across its whole area that enables it to sustain the habitat, complex of habitats and or the levels of populations of species for which it was classified'.

2.40 The degree of certainty required in this stage of the assessment is, *'where no reasonable doubt remains as to the absence of such effects'.*

2.41 The RSPB guidance document entitled 'The Appropriate Assessment of Spatial Plans in England (2007)' states that:

'In order to assess impacts the plan-making authority will need to consider the possible range of impacts against the conservation objectives for the affected European sites. To do this, the planmaking authority will need suitable expert advice particularly from Natural England.

The plan-making authority must be absolutely clear that no effect on the site's integrity will occur i.e. no reasonable scientific doubt. Failure to do this could ultimately prevent the policy or proposal being realised and raise problems at the public examination of the plan. If there is any doubt whether an adverse effect will occur then, on a precautionary basis, it should be assumed there will be one. It is important that a finding of no adverse effect is clearly reported.'

Stage 2C – Mitigation Measures and Alternatives

2.42 Where a plan (either in isolation or in-combination) has been identified as being likely to have adverse effects on the integrity of a Natura 2000 site, mitigation measures and other influencing factors (including existing policies) have been identified to attempt to cancel out any likely adverse effects. Where such measures have been identified, the key objective has been to ensure that they are viable, timely and realistic.

2.43 Where appropriate mitigation measures and influencing factors have not been identified or have been considered as being unlikely to significantly reduce likely adverse effects on Natura 2000 sites, alternative solutions have been sought. This has included recommendations and suggested amendments to the wording of Warrington Borough Council's two policy documents.

2.44 It is recognised that in certain circumstances, if further consideration of a policy is justified by 'imperative reasons of overriding public interest', consideration can be given to proceeding in the absence of effective mitigation measures or alternative solutions (see HRA Stage 4 on the flow chart above). However, such circumstances are generally regarded as an exception to the rule and have been treated as an absolute last resort. Following discussions with Warrington Borough Council and in accordance with established guidance, Stage 4 HRA has been avoided.

3.0 BACKGROUND TO KEY POLICY DOCUMENTS

INTRODUCTION

3.1 The focus of this Appropriate Assessment (AA) is to ascertain the nature of any potentially adverse effects, either alone or in-combination with other plans and projects, of Warrington Borough Council's Core Strategy and Third Local Transport Plan on the Natura 2000 sites identified during the Stage 1 HRA (screening).

3.2 Further information about the purpose and contents of the 2 core documents is provided below.

WARRINGTON BOROUGH COUNCIL CORE STRATEGY

3.3 The Planning and Compulsory Purchase Act 2004 brought about changes to the planning system. Amongst the changes was the requirement for local planning authorities to produce Local Development Frameworks (LDF) to eventually supersede existing local plans and Unitary Development Plans (UDP). The building block of the LDF is the Core Strategy which is a document that sets out the long term spatial vision and associated policies which will act to achieve that vision. Government guidance contained in Planning Policy Statement 12 (PPS 12) 'Local Spatial Planning' states that the Core Strategy should include:

- *'An overall vision which sets out how the area and the places within it should develop;*
- *Strategic objectives for the area focussing on the key issues to be addressed;*
- *A delivery strategy for achieving these objectives. This should set out how much development is intended to happen where, when, and by what means it will be delivered. Locations for strategic development should be indicated on a key diagram; and*
- *Clear arrangements for managing and monitoring the delivery of the strategy.'*

3.4 Warrington Borough Council has produced and consulted on a number of Core Strategy documents as it has progressed from the early Issues and Options stages to the final Core Strategy currently being finalised. The documents are as follows:

- Core Strategy Issues and Options Paper (February 2009);
- Core Strategy Refined Vision Consultation January 2010); and
- Core Strategy Objectives and Options (July 2010).

3.5 The Warrington Borough Council Core Strategy Objectives and Options (July 2010) details the overall approach for growth and development in Warrington up to 2026. The document outlines the key issues, vision and objectives in relation to a number of key environmental and planning themes (e.g. the economy, housing, sustainability and green infrastructure) and sets out a number of building block objectives relating to Warrington's geographical area.

3.6 The Council has now produced a Draft Core Strategy document which, when formally adopted, will be the fundamental document of the Local Development Framework and

will be used to inform development control decisions. The Core Strategy sets out the Council's long term spatial vision for the Borough up to 2026 and identifies policies and broad growth areas to achieve that vision. The broad growth areas identified in the Core Strategy include residential, employment, retail, leisure and transport development. Detailed site allocations and detailed policies will be covered in additional Development Plan Documents (DPD).

WARRINGTON BOROUGH COUNCIL THIRD LOCAL TRANSPORT PLAN

3.7 The Third Local Transport Plan (LTP3) takes a strategic approach to address the key transport issues, set transport objectives and to identify appropriate local transport policies and decide where to target future investment to improve transport. The Third Local Transport Plan is applicable for the period 2011 – 2030.

3.8 LTP3 is aligned with the 'One Warrington: One Future' Sustainable Community Strategy and has adopted the objectives from the existing Transportation Framework which was designed to integrate the LTP with 'One Warrington: One Future'. These objectives have been formulated to *'build and manage a transport network that'*:

- Is integrated and customer focused and reduces the need to travel by car;
- Enables the regeneration of the borough and supports economic growth;
- Maintains the highway, minimises congestion for all modes of travel and enables Warrington's 'smart growth';
- Improves everyone's access to health, employment, education, culture, leisure and the natural environment;
- Improves everyone's access to the town centre by all modes of travel;
- Enhances accessibility for those in disadvantaged communities or groups;
- Improves neighbourhoods and residential areas;
- Improves safety and security for all modes of travel;
- Enhances the image and profile of the place;
- Improves the quality of public space making Warrington more welcoming;
- Protects and enhances the natural environment;
- Reduces the impact of traffic on air quality in Warrington and helps to reduce carbon emissions and tackle climate change;
- Makes Warrington safer, sustainable and healthier; and
- Integrates with transport networks outside Warrington to enhance the sustainability of cross boundary travel.

3.9 LTP3 is arranged around 7 themes as follows:

- Active Travel;
- Public Transport;
- Managing Motorised Travel;
- Smarter Choices;
- Safety and Security;
- Asset Management; and
- Network Management.

3.10 In June 2010, the Coalition Government inherited five 'National Goals' for transport from the previous administration as follows:

- Support Economic Growth;
- Reduce Carbon Emissions;
- Promote Equality of Opportunity;

- Contribute to Better Safety, Security and Health; and
- Improve Quality of Life and a Healthy Natural Environment.

- 3.11 Government ministers have now made the decision that the first two of these goals will form the overarching national objectives for transport.
- 3.12 Further advice from the Department for Transport (DfT) was for authorities to focus on these two goals whilst not neglecting other important priorities covered by the other three goals.
- 3.13 The LTP3 has been produced in tandem with the projected population and development growth outlined in the Core Strategy. Although population growth is naturally associated with an increase in road traffic, the implementation of LTP3 is highly unlikely to directly result in any direct adverse effects to any Natura 2000 sites as the policies of LTP3 will not in themselves result in an increase in road traffic. The exception to this is Policy MT6 which supports the principle of freight switching from road to rail or inland waterways; this is considered in further detail in the assessment of potential effects on the water quality of the Mersey Estuary SPA and Ramsar site.
- 3.14 In addition, strategic programmes such as the A50/A49 junction improvements and Orford Park/Greenways have been included on the future development maps (see Figures 9 – 15) for completeness; however, in practice they are unlikely to result in any adverse effects on Natura 2000 sites due to their location. The A50/A49 junction improvements will actually have positive benefits as congestion will be eased.

OTHER PLANS AND PROJECTS

- 3.15 A number of other plans and projects from other Local Authority areas have been identified, reviewed and assessed as part of this AA to ascertain the nature of any in-combination effects. A full list of the other plans and projects forming part of this assessment are detailed at Table 2.1; the policy review tables of all plans and projects can be viewed at Appendix A.

4.0 DESCRIPTION OF NATURA 2000 SITES

INTRODUCTION

- 4.1 This chapter describes the nature of the Natura 2000 sites with the potential to be adversely affected by the Core Strategy and the Third Local Transport Plan (either alone or in combination with other plans and projects). The location of all Natura 2000 sites is shown at Figure 1.

MANCHESTER MOSSES SAC

- 4.2 A map showing the designated extent of Manchester Mosses SAC can be viewed at Figure 2.

Country	England
Unitary Authority	Warrington; Wigan
Grid Ref	SJ691973
Latitude	53 28 16 N
Longitude	02 27 56 W
SAC EU code	UK0030200
Status	Designated Special Area of Conservation (SAC)
Area (ha)	172.81

General Site Character

- Bogs, marshes, water fringed vegetation, fens (89%).
- Broad-leaved deciduous woodland (11%).

Other Site Characteristics

- Soil and geology: Acidic, peat.
- Geomorphology and landscape: Floodplain, lowland.

Annex 1 Habitats – Primary Reason for Designation

- Degraded raised bogs still capable of natural regeneration (7120).

- 4.3 Mossland formerly covered a very large part of low-lying Greater Manchester, Merseyside and southern Lancashire, and provided a severe obstacle to industrial and agricultural expansion. While most has been converted to agriculture or lost to development, several examples have survived as degraded raised bog, such as Risley Moss, Astley and Bedford Mosses and Holcroft Moss on the Mersey floodplain. Their surfaces are now elevated above surrounding land due to shrinkage of the surrounding tilled land, and all except Holcroft Moss have been cut for peat at some time in the past. While past drainage has produced dominant purple moor grass *Molinia caerulea*, bracken *Pteridium aquilinum* and birch *Betula* spp. scrub or woodland, wetter pockets have enabled the peat-forming species to survive. Recent rehabilitation management on all three sites has caused these to spread.

Conservation Objectives

- To maintain, in favourable condition, the degraded raised bogs.

Vulnerability

- 4.4 Manchester Mosses SAC consists of three sites (Risley Moss, Holcroft Moss and Astley and Bedford Mosses). Risley Moss is owned and managed by Warrington Borough Council, while Holcroft Moss is owned and managed by Cheshire Wildlife Trust. Both of these sites are undergoing restoration. Part of Astley and Bedford Mosses is owned and managed by Lancashire Wildlife Trust and is undergoing restoration, but the remainder (approximately 50%) is in private ownership. Management agreements or purchase of the land will be necessary for restoration on these areas.
- 4.5 All three sites have suffered from drainage in the past and are affected by continued, if reduced, drainage, particularly from boundary ditches. Agricultural land forms a significant part of the adjacent land on all three sites, which will have implications for restoration, particularly as re-wetting is one of the key requirements. Adjacent land will need to be taken into consideration and possibly placed under suitable management. All three sites are affected by scrub invasion, which is being controlled in some areas but will need further attention. Impacts on groundwater will need to be investigated, such as water abstraction, mineral extraction and waste management (landfill). The sites are close to heavy industry (Greater Manchester, Merseyside). Air quality may therefore have an impact on *Sphagnum* regeneration and will need investigating.

RIXTON CLAY PITS SAC

- 4.6 A map showing the designated extent of Rixton Clay Pits SAC can be viewed at Figure 3.

Country	England
Unitary Authority	Warrington
Grid Ref	SJ684901
Latitude	53 24 23 N
Longitude	02 28 31 W
SAC EU code	UK0030265
Status	Designated Special Area of Conservation (SAC)
Area (ha)	13.99

General Site Character

- Inland water bodies (standing water, running water) (20%).
- Heath, scrub, maquis and garrigue, phygrana (25%).
- Humid grassland, mesophile grassland (55%).

Other Site Characteristics

- Soil and geology: Basic, clay, shingle.
- Geomorphology and landscape: Lowland.

Annex II Species – Primary Reason for Designation

- Great crested newt *Triturus cristatus* (1166).

4.7 Located east of Warrington, this site comprises parts of extensive disused brickworks excavated in glacial boulder clay. The excavation has left a series of hollows, which have filled with water since workings ceased in the 1960s, leading to a variety of pond sizes. New ponds have also been created more recently for wildlife and amenity purposes. Great crested newt *Triturus cristatus* are known to occur in at least 20 ponds across the site. The site also supports species-rich grassland, scrub and mature secondary woodland.

Conservation Objectives

4.8 To maintain, in favourable condition, the habitats for the population of great crested newt (*Triturus cristatus*).

Vulnerability

4.9 The site comprises parts of an extensive disused brickworks quarry excavated in glacial boulder-clay deposits east of Warrington. It is of importance for its calcareous grassland communities and because the site supports a large breeding population of great crested newts. Extraction of clay at different periods up to 1965 has left a mosaic of water-filled hollows and clay banks which now support a diversity of habitats of varying maturity. Warrington Borough Council owns and manages the site, and has a ranger based on-site. A possible conflict between grassland management and great crested newts has been identified; this is being addressed through contract research on the site. However, the great crested newt population is increasing at the site.

WEST MIDLAND MOSSES SAC

4.10 A map showing the designated extent of West Midland Mosses SAC can be viewed at Figure 4.

Country	England
Unitary Authority	Cheshire; Shropshire; Staffordshire
Grid Ref	SK026282
Latitude	52 51 04 N
Longitude	01 57 40 W
SAC EU code	UK0013595
Status	Designated Special Area of Conservation (SAC)
Area (ha)	184.18

General Site Character

- Inland water bodies (standing water, running water) (2.3%).
- Bogs, marshes, water fringed vegetation, fens (35.5%).
- Heath, scrub, maquis and garrigue, phygrana (5.5%).
- Humid grassland, mesophile grassland (3.3%).
- Improved grassland (20.5%).
- Broad-leaved deciduous woodland (22.5%).

- Coniferous woodland (4.9%).
- Mixed woodland (3.3%).
- Other land (including towns, villages, roads, waste places, mines, industrial sites) (2.2%).

Annex I Habitats - Primary Reason for Designation

- Natural dystrophic lakes and ponds (3160).
- Transition mires and quaking bogs (7140).
- Bog woodland.

- 4.11 West Midlands Mosses contains three pools, one at Clarepool Moss and two at Abbots Moss, that are examples of dystrophic lakes and ponds in the lowlands of England and Wales, where this habitat type is rare. The lake at Clarepool Moss is unusual as a dystrophic type on account of its relatively base-rich character, which is reflected in the presence of a diverse fauna and flora. The two at Abbots Moss are more typical, base-poor examples. The dystrophic lakes and ponds at this site are associated with Schwingmoor development, a characteristic of this habitat type in the West Midlands. Schwingmoor is an advancing floating raft of bog-moss *Sphagnum*, often containing NVC type M3 *Eriophorum angustifolium* bog pool community, which grows from the edge and can completely cover over the pool. The site has also been selected for this Annex I feature (7140 Transition mires and quaking bogs).
- 4.12 West Midlands Mosses represents Schwingmoor vegetation. Floating rafts of *Sphagnum*-dominated vegetation have developed over semi-liquid substrates within basins. In the UK this type of *Sphagnum*-dominated vegetation with a scatter of sedges *Carex* species and cranberry *Vaccinium oxycoccos* is confined to this part of England and mid-Wales.
- 4.13 The sites most likely to be potentially affected (by virtue of distance – within 15km of Warrington Borough Council’s administrative boundary) are Oak Mere (68.77ha) and Abbots Moss (24.7ha) (the latter is described above). The 2 sites are approximately 12km south of WBC’s southern boundary approximately 6km southwest of Northwich. Oak Mere consists of a large water body formed in a kettle hole in the fluvio-glacial sands of the Cheshire Plain. The site has clear water of low nutrient status characteristic of oligotrophic waters containing few minerals of sandy plains and a marginal zone of shore weed (*Littorella uniflora*). The site supports an assemblage of plants that are now rare in the lowlands of England, including floating mats of bogmoss (*Sphagnum spp.*) and the scare narrow small-reed (*Calamagrostis stricta*). There are transition areas at the waters edge that contain a variety of rare rushes and reeds.

Conservation Objectives

- 4.14 To maintain, in a favourable condition, the Annex I habitats consisting of: the natural dystrophic lakes and ponds; the transition mires and quaking bogs; and the bog woodland.

Vulnerability

- 4.15 Colonisation of open Schwingmoors or *Sphagnum* lawns and rafts in the West Midland Mosses by birch and pine is controlled by works under Management

Agreement or by National Nature Reserve management, and in liaison with the local wildlife trust at Abbots Moss. Several sources of nutrient enrichment, including atmospheric deposition of nutrients, pose a potential threat at these sites. A Management Agreement controls agricultural run-off at Chartley Moss. Trees at this site trap airborne nutrients and provide roost areas for birds, but the enrichment effect of both is only localised. At Abbots Moss the threat of enrichment from atmospheric sources has been reduced by clear-felling of basin slopes adjacent to the mires. All parts of that site are vulnerable to recreational disturbance, particularly the northern portion which is a scout camp.

RIVER DEE AND LAKE BALA SAC

4.16 A map showing the designated extent of the River Dee and Lake Bala SAC can be viewed at Figure 5.

Country	England/Wales
Unitary Authority	Cheshire; Denbighshire; Gwynedd; Shropshire; Flintshire; Wrexham
Grid Ref	SJ423503
Latitude	53 02 50 N
Longitude	02 51 40 W
SAC EU code	UK0030252
Status	Designated Special Area of Conservation (SAC)
Area (ha)	1308.93

General Site Character

- Tidal rivers, estuaries, sand/mud flats, lagoons (including saltwork basins) (4%).
- Salt marshes, salt pastures, salt steppes (2%).
- Inland water bodies (standing water, running water) (90%).
- Improved grassland (2%).
- Broad-leaved deciduous woodland (2%).

Other Site Characteristics

- Soil and geology: Alluvium, sandstone, shingle.
- Geomorphology and landscape: Floodplain, lowland.

Annex I Habitats – Primary Reasons for Designation

- Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitriche-batrachion* vegetation (3260).
- *Tilio-Acerion* forests of slopes, screes and ravines.
- Old sessile oak woods with *Ilex* and *Blechnum* in the British Isles.
- Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Alno-padion*, *Alnion incanae*, *Salicion albae*).

Annex II Species – Primary Reasons for Designation

- Atlantic salmon *Salmo salar* (1106).
- Floating water-plantain *Luronium natans* (1831).

Annex II Species (present as a qualifying feature, but not a primary reason for site selection)

- Sea lamprey *Petromyzon marinus* (1095).
- Brook lamprey *Lampetra planeri* (1096).
- River lamprey *Lampetra fluviatilis* (1099).
- Bullhead *Cottus gobio* (1163).
- Otter *Lutra lutra* (1355).
- Freshwater pearl mussel *Margaritifera margaritifera*.
- Twaite shad *Alosa fallax*.

Conservation Objectives

- 4.17 To maintain in a favourable condition the water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation.
- 4.18 To maintain, in favourable condition, habitats for the populations of Atlantic salmon, bullhead, brook lamprey, river lamprey, sea lamprey, otter and floating water-plantain.

Vulnerability

- 4.19 The habitats and species for which the site is designated are dependent on the maintenance of good water quality and suitable flow conditions. Fish species require suitable in-stream habitat and an unobstructed migration route. Otters also require suitable terrestrial habitat to provide cover and adequate populations of prey species.
- 4.20 The site and its features are threatened by practices which have an adverse effect on the quality, quantity and pattern of water flows. In particular the following may threaten riverine ecosystems: inappropriate flow regulation; excessive abstraction (for industry, agriculture and domestic purposes); threats to water quality from direct and diffuse pollution; eutrophication and siltation. Degradation of riparian habitats due to engineering works, agricultural practices and invasive plant species may also have an adverse effect. The Atlantic salmon population is threatened by excessive exploitation by high sea, estuarine and recreational fisheries. The introduction of non-indigenous species could also threaten both fish and plant species.
- 4.21 These issues are being addressed by a variety of statutory bodies that are in a position to overcome these threats through regulatory powers and partnerships with landowners, industry and other interested parties.

MERSEY ESTUARY SPA

- 4.22 A map showing the designated extent of the Mersey Estuary SPA can be viewed at Figure 6.

Country	England
Unitary Authority	Liverpool; Halton; Wirral; Cheshire
Latitude	53 18 51 N
Longitude	02 49 25 W

SPA EU code	UK9005131
Status	Designated Special Protection Area (SPA)
Area (ha)	5033.14

General Site Character

- Tidal rivers, estuaries, mud/sand flats, lagoons (including saltwork basins) (89%).
- Salt marshes, salt pastures, salt steppes (11%).

4.23 The Mersey Estuary SPA is a large, sheltered estuary which comprises large areas of saltmarsh and extensive intertidal sand and mudflats, with limited areas of brackish marsh, rocky shoreline and boulder clay cliffs, within a rural and industrial environment. The intertidal flats and saltmarshes provide feeding and roosting sites for large populations of waterbirds. During the winter, the site is of major importance for ducks and waders. The site is also important during the spring and autumn migration periods, particularly for wader populations moving along the west coast of Britain.

Other Site Characteristics

- Soil and geology: Mud, sandstone, mudstone.
- Geomorphology and landscape: Coastal, estuary, intertidal sediments (including sandflat/mudflat).

Annex I Birds (and regularly occurring migratory birds not listed on Annex I)

Overwintering	
Golden plover <i>Pluvialis apricaria</i>	Black-tailed godwit <i>Limosa limosa islandica</i>
Dunlin <i>Calidris alpina alpina</i>	Eurasian curlew <i>Numenius arquata</i>
Northern pintail <i>Anas acuta</i>	Grey plover <i>Pluvialis squatarola</i>
Common shelduck <i>Tadorna tadorna</i>	Great crested grebe <i>Podiceps cristatus</i>
Common redshank <i>Tringa tetanus</i>	Eurasian widgeon <i>Anas penelope</i>
Eurasian teal <i>Anas crecca</i>	Lapwing <i>Vanellus vanellus</i>
On Passage	
Common redshank <i>Tringa tetanus</i>	Ringed plover <i>Charadrius hiaticula</i>

Conservation Objectives

4.24 To maintain, in favourable condition, the habitats for the populations of migratory bird species of European importance, with particular reference to:

- Intertidal sediments;
- Rocky shores; and
- Salt marsh.

4.25 To maintain, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:

- Intertidal sediments;
- Rocky shores; and
- Salt marsh.

Vulnerability

- 4.26 Wintering bird numbers and associated intertidal flats are robust to day-to-day change. Nevertheless, the estuary is subject to multiple uses; it is heavily industrialised, a substantial urban conurbation, has multiple transport requirements and increasing recreational activities. The site is vulnerable to physical loss through land-claim and development, physical damage caused by navigation capital and maintenance dredging, agricultural requirements, non-physical loss, toxic and non-toxic contamination and biological disturbance by wildfowling. The Special Protection Area status, requirements for Environmental Impact Assessment and the estuary management plan should, however, safeguard the site.

MERSEY ESTUARY RAMSAR

- 4.27 A map showing the designated extent of the Mersey Estuary Ramsar can be viewed at Figure 6.

Country	England
Unitary Authority	Liverpool; Halton; Wirral; Cheshire
Latitude	53 18 51 N
Longitude	02 49 25 W
SPA EU code	UK9005131
Area (ha)	5033.14

Overview

- 4.28 The Mersey is a large, sheltered estuary which comprises large areas of saltmarsh and extensive intertidal sand and mudflats, with limited areas of brackish marsh, rocky shoreline and boulder clay cliffs, within a rural and industrial environment. The intertidal flats and saltmarshes provide feeding and roosting sites for large and internationally important populations of waterfowl. During the winter, the site is of major importance for duck and waders. The site is also important during spring and autumn migration periods, particularly for wader populations moving along the west coast of Britain.

Ramsar Criteria

- Ramsar criterion 5 - 89576 waterfowl (5 year peak mean 1998/99 – 2002/03).
- Ramsar criterion 6 – species/populations occurring at levels of international importance.

Ramsar Criterion 6 – Species/Populations of International Importance

Species with Peak Counts in Spring/Autumn	
Common shelduck <i>Tadorna tadorna</i> , NW Europe	12676 individuals, representing an average of 4.2% of the population (5 year peak mean 1998/9-2002/3)
Black-tailed godwit <i>Limosa limosa islandica</i> , Iceland/W Europe	2011 individuals, representing an average of 5.7% of the population (5 year peak mean 1998/9-2002/3)
Common redshank <i>Tringa totanus totanus</i>	6651 individuals, representing an average of 2.6% of the population (5 year peak mean

	1998/9-2002/3)
Species with Peak Counts in Winter	
Eurasian teal <i>Anas crecca</i> , NW Europe	10613 individuals, representing an average of 2.6% of the population (5 year peak mean 1998/9-2002/3)
Northern pintail <i>Anas acuta</i> , NW Europe	565 individuals, representing an average of 2% of the GB population (5 year peak mean 1998/9 - 2002/3)
Dunlin <i>Calidris alpina alpina</i> , W Siberia/W Europe	48364 individuals, representing an average of 3.6% of the population (5 year peak mean 1998/9-2002/3)

Noteworthy Fauna – Bird Species of National Importance

Species with Peak Counts in Spring/Autumn	
Ringed plover <i>Charadrius hiaticula</i> , Europe/NW Africa	429 individuals, representing an average of 1.3% of the GB population (5 year peak mean 1998/9-2002/3)
Eurasian curlew <i>Numenius arquata arquata</i> , N.a. arquata Europe (breeding)	2010 individuals, representing an average of 1.3% of the GB population (5 year peak mean 1998/9-2002/3)
Spotted redshank <i>Tringa erythropus</i> , Europe/W Africa	3 individuals, representing an average of 2.2% of the GB population (5 year peak mean 1998/9-2002/3)
Common greenshank <i>Tringa nebularia</i> , Europe/W Africa	6 individuals, representing an average of 1% of the GB population (5 year peak mean 1998/9-2002/3)
Species with Peak Counts in Winter	
Eurasian wigeon <i>Anas penelope</i> , NW Europe	8268 individuals, representing an average of 2% of the GB population (5 year peak mean 1998/9- 2002/3)

Conservation Objectives

4.29 To maintain, in favourable condition, the habitats for the populations of migratory bird species of European importance, with particular reference to:

- Intertidal sediments;
- Rocky shores; and
- Salt marsh.

4.30 To maintain, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to:

- Intertidal sediments;
- Rocky shores; and
- Salt marsh.

General Site Character

- Tidal rivers, estuaries, mud/sand flats, lagoons (Including saltwork basins) (89%).
- Salt marshes, salt pastures, salt steppes (11%).

Other Site Characteristics

- Soil and geology: Clay, mud, sandstone, mudstone.
- Geomorphology and landscape: Cliffs, coastal, estuary, intertidal sediments (including sandflat/mudflat), lowland, subtidal sediments (including sandbank/mudbank), eutrophic, mesotrophic.
- Salinity: Brackish, mixosaline, saline/euhaline.
- Water performance: Usually permanent.

Physical Features

- 4.31 The Mersey catchment covers an area of approximately 535km² and includes the River Mersey, the River Bollin and their tributaries. Several canals and a large number of water bodies, including the Cheshire Meres, large reservoirs and ponds lie within the catchment. The area is heavily urbanised around Greater Manchester, contrasting with the more rural areas of Cheshire to the south and east. Water is abstracted throughout the catchments from both surface waters and groundwater for a number of uses including agricultural, industrial and public water supply. A number of public water supply reservoirs are present within the upper reaches of the catchments including Lamaload, Trentabank and Ridgegate reservoirs.
- 4.32 The Mersey Estuary is a large, sheltered estuary which comprises large areas of saltmarsh and extensive intertidal sand- and mud-flats, with limited areas of brackish marsh, rocky shoreline and boulder clay cliffs, within a rural and industrial environment.

General Ecological Features

- 4.33 The main habitat types are mudflats, sandflats, saltmarsh, soft cliffs and brackish marsh.
- 4.34 The main plant communities consists of: *Spartina anglica* saltmarsh (SM6), *Puccinellia maritima* saltmarsh (SM13), Transitional low-marsh vegetation with *Puccinellia maritima*, *Salicornia* species and *Suaeda maritima* (SM10), *Honkenya peploides–cakile maritima* strandline community (SD2), *Typha latifolia* swamp (S12), *Phragmites australis–urtica dioica* tall-herb fen (S26).
- 4.35 The estuary consists of large areas of intertidal sand and mudflats and saltmarsh. These provide feeding and roosting sites for large populations of waterfowl. Grazing of the saltmarsh by sheep and cattle adds diversity. Some parts of the northern shoreline are formed of boulder clay cliffs below which there are, in some parts, transitional areas with *Phragmites australis*.

Recreational Vulnerability

Activities

- 4.36 As the waters become cleaner, more people are likely to be attracted to water-based recreational activities including sailing, canoeing, windsurfing and angling. There is a network of footpaths in the upper estuary, with the potential to extend public access. There is also the potential for greater integration of the footpath network, and improved accessibility design.

Facilities provided

- 4.37 Partial footpath network. New access points, routes and country parks have been opened recently.

Seasonality

- 4.38 All year with main concentrations during the summer from a catchment of 2 million people.

Current Scientific Research

Fauna

- 4.39 Numbers of migratory and wintering wildfowl and waders are monitored annually as part of the national Wetland Birds Survey (WeBS) organised by the British Trust for Ornithology, Wildfowl and Wetlands Trust, the Royal Society for the Protection of Birds and the Joint Nature Conservation Committee.

Environment

- 4.40 The Environment Agency has ongoing research and monitoring of water quality, management required under the Water Framework Directive. Research and monitoring is undertaken by departments within the University of Liverpool. The Liverpool Bay Shoreline Management Plan (Liverpool Bay Coastal Group, 1999a; 1999b; 1999c) expands knowledge of natural resources and physical processes within and affecting the estuary. In future, this will be enhanced by development of the Mersey Estuary Shoreline Management Plan.

MIDLAND MERES AND MOSSES PHASE 1 RAMSAR

- 4.41 A map showing the designated extent of the Midland Meres and Mosses Phase 1 Ramsar can be viewed at Figure 7.

Country	England
Unitary Authority	Cheshire; Shropshire; Staffordshire
Latitude	52 54 11 N
Longitude	02 50 25 W
Area (ha)	510.88

Overview

- 4.42 The Meres and Mosses form a geographically discrete series of lowland open water and peatland sites in the North West Midlands of England. These have developed in natural depressions in the glacial drift left by receding ice sheets which formerly covered the Cheshire/Shropshire Plain. The 16 component sites include open water bodies (meres), the majority of which are nutrient-rich with associated fringing habitats; reed swamps, fen, carr and damp pasture. Peat accumulation has resulted in nutrient poor peat bogs (mosses) forming in some sites in the fringes of meres or completely infilling basins. In a few cases the result is a floating quaking bog or schwingmoor. The wide range of resulting habitats supports nationally important flora and fauna.
- 4.43 The sites most likely to be potentially affected (by virtue of distance, i.e. within 15km of Warrington Borough Council's administrative boundary) are The Mere, Mere (15.7ha), Tatton Meres (60.05ha) (both sites approximately 2km east of the M6, immediately north of Knutsford and approximately 8km southeast of WBC's administrative boundary) and Hatch Mere (13.24ha) and Flaxmere Moss (6.97ha) (both sites located at Delamere Forest approximately 10km south of WBC's administrative boundary).

Ramsar Criteria

- Ramsar criterion 1 - The site comprises a diverse range of habitats from open water to raised bog.
- Ramsar criterion 2 - The site supports a number of rare species of plants associated with wetlands including five nationally scarce species together with an assemblage of rare wetland invertebrates (three endangered insects and five other British Red Data Book species of invertebrates).

Conservation Objective

- To maintain, in favourable condition the wetland habitats and ecological communities it supports.

General Site Character

- Peatlands (including peat bogs, swamps, fens (36.2%).
- Freshwater lakes (permanent) (35%).
- Freshwater marshes/pools (permanent) (7.7%).
- Shrub-dominated wetlands (6.1%).
- Freshwater marshes/pools (seasonal/intermittent) (2%).
- Other (13%).

Other Site Characteristics

- Soil and geology: Acidic, basic, sand, clay, alluvium, peat, nutrient-rich, nutrient-poor, sandstone, mudstone, gravel.
- Geomorphology and landscape: Lowland, hilly, floodplain, escarpment.
- Salinity: Fresh.
- Water performance: Usually permanent.

Physical Features

- 4.44 The Meres and Mosses comprise a series of open water and peatland sites, most of which developed in natural depressions left by the retreating ice sheets at the end of the last Ice Age. There are over 60 open water sites, or 'meres', as well as a smaller number of peatland sites, known as 'mosses'.

Hydrological Value

- Sediment trapping.
- Recharge and discharge of groundwater.
- Flood water storage/desynchronisation of flood peaks.

General Ecological Features

- 4.45 The site's primary interest is its wide range of lowland wetland types and successional stages within a distinct biogeographical area. Waters are generally circumneutral or acidic depending on the component site's soil type, catchment size and usage. Substantial areas of open water remain in some sites, and in many cases this is fringed by extensive and varied swamp, fen and carr communities. Some basins have become peat-filled, leading in some circumstances to development of ombrotrophic conditions; of particular importance are the quaking bogs or schwingmoors.

Noteworthy Flora

- Six-stamened waterwort *Elatine hexandra*.
- Hair grass *Eleocharis acicularis*.
- Water hemlock *Cicuta virosa*.
- Marsh fern *Thelypteris palustris*.
- Elongated sedge *Carex elongate*.

Noteworthy Fauna

- Caddisfly *Hagenella clathrata*.
- Truefly *Limnophila fasciata*.
- Spider *Cararita limnaea*.
- Rove beetle *Lathrobium rufipenne*.
- Reed beetle *Donacia aquatica*.
- Crane fly *Prionocera pubescens*.
- Jumping spider *Sitticus floricola*.

Recreational Vulnerability

- 4.46 Variable use of sites depending on their accessibility to the general public. No major tourism or recreational use apart from some angling and boating and motor sports (water-skiing) in one or two cases. Many sites are accessible through a network of public footpaths.

Current Scientific Research

Habitat

- Catchment management planning.
- Peatland restoration and monitoring.
- Fen rehabilitation.
- Limnology.
- Hydrology.

Environment

- Water chemistry.
- Trophic status/nutrient budgets.
- Peat palaeo-ecology.
- Impacts of fish.

MIDLAND MERES AND MOSSES PHASE 2 RAMSAR

- 4.47 A map showing the designated extent of the Midland Meres and Mosses Phase 2 Ramsar can be viewed at Figure 8.

Country	England/Wales
Unitary Authority	Cheshire; Shropshire; Staffordshire; Wrexham
Latitude	52 55 20 N
Longitude	02 45 43 W
Area (ha)	1588.24

Overview

- 4.48 The Meres and Mosses form a geographically diverse series of lowland open water and peatland sites in the North West Midlands of England and North East Wales. These have developed in natural depressions in the glacial drift left by receding ice sheets which formerly covered the Cheshire/Shropshire Plain. The 18 component sites include open water bodies (meres), the majority of which are nutrient-rich with associated fringing habitats, reed swamp, fen, carr and damp pasture. Peat accumulation has resulted in the nutrient-poor peat bogs (mosses) forming in some sites on the fringes of the meres or completely infilling basins. In a few cases the result is a floating quaking bog or schwingmoor. The wide range of resulting habitats support nationally important flora and fauna.
- 4.49 The sites most likely to be potentially affected (by virtue of distance, i.e. within 15km of Warrington Borough Council's administrative boundary) are Oak Mere (68.77ha), Abbots Moss (24.7ha) (both sites approximately 12km south of WBC's southern boundary approximately 6km southwest of Northwich) and Linmer Moss (2.36ha and located at Delamere Forest approximately 10km south of WBC's administrative boundary).
- 4.50 The sites most likely to be potentially affected (by virtue of distance, i.e. within 15km of Warrington Borough Council's administrative boundary) are Oak Mere and Abbots Moss (the latter is described above). The 2 sites are approximately 12km south of WBC's southern boundary approximately 6km southwest of Northwich.

Ramsar Criteria

- Ramsar criterion 1 - The site comprises a diverse range of habitats from open water to raised bog.
- Ramsar criterion 2 – The site supports a number of rare species of plants associated with wetlands, including the nationally scarce cowbane *Cicuta virosa* and elongated sedge *Carex elongata*. Also present are the nationally scarce bryophytes *Dicranum affine* and *Sphagnum pulchrum*. The site also supports an assemblage of invertebrates including several rare species. There are 16 species of British Red Data Book insect listed for this site including the moth *Glyphipteryx lathamella*, the caddisfly *Hagenella clathrata* and the sawfly *Trichiosoma vitellinae*.

Conservation Objective

- To maintain, in favourable condition the wetland habitats and ecological communities it supports.

General Site Character

- Peatlands (including peat bogs, swamps, fens (66.1%).
- Freshwater lakes (permanent) (14.4%).
- Forested peatland (4.7%).
- Shrub-dominated wetlands (2.1%).
- Other (12.7%).

Other Site Characteristics

- Soil and geology: Acidic, basic, sand, clay, alluvium, peat, nutrient-rich, nutrient-poor, sandstone, mudstone, gravel.
- Geomorphology and landscape: Lowland, hilly, floodplain, escarpment.
- Salinity: Fresh.
- Water performance: Usually permanent.

Physical Features

- 4.51 The Meres and Mosses comprise a series of open water and peatland sites, most of which developed in natural depressions left by the retreating ice sheets at the end of the last Ice Age. There are over 60 open water sites, or 'meres', as well as a smaller number of peatland sites, known as 'mosses'.

Hydrological Value

- Recharge and discharge of groundwater.
- Flood water storage/desynchronisation of flood peaks.

General Ecological Features

- 4.52 The site's primary interest is its wide range of lowland wetland types and successional stages within a distinct biogeographical area. Waters are generally circumneutral or acidic depending on the component site's soil type, catchment size and usage. Substantial areas of open water remain in some sites, and in many

cases this is fringed by extensive and varied swamp, fen and carr communities. Some basins have become peat-filled, leading in some circumstances to development of ombrotrophic conditions; of particular importance are the quaking bogs or schwingmoors.

- 4.53 Fenns, Whixall, Bettisfield, Wem and Cadney Mosses are large raised bogs of exceptional importance.

Noteworthy Flora

- Narrow-leaved reed grass *Calamagrostis stricta*.
- Water hemlock *Cicuta virosa*.
- Marsh fern *Thelypteris palustris*.
- *Sphagnum pulchrum*.
- *Dicranum undulatum*.

Noteworthy Fauna

Birds

Species with Peak Counts in Spring/Autumn	
Northern shoveler <i>Anas clypeata</i> , NW and C Europe	171 individuals, representing an average of 1.1% of the GB population (5 year peak mean 1998/9-2002/3)
Species with Peak Counts in Winter	
Great cormorant <i>Phalacrocorax carbo carbo</i> , NW Europe	323 individuals, representing an average of 1.4% of the GB population (5 year peak mean 1998/9-2002/3)
Great bittern <i>Botaurus stellaris stellaris</i> , W Europe/NW Africa	1 individual, representing an average of 1% of the GB population (5 year peak mean 1998/9-2002/3)
Water rail <i>Rallus aquaticus</i> , Europe	7 individuals, representing an average of 1.5% of the GB population (5 year peak mean 1998/9-2002/3)

Invertebrates

- Horsefly *Atylotus plebeius*.
- Caddisfly *Hagenella clathrata*.
- Truefly *Limnophila fasciata*.
- Linyphiid spider *Carorita limnaea*.
- Moth *Glyphipteryx lathamella*.
- Clubhorned sawfly *Trichiosoma vitellinae*.
- Beetle *Eilema serica*.
- Jumping spider *Sittcus floricola*.
- Prodoxidae moth *Lampronia fuscata*.

Recreational Vulnerability

- 4.54 Variable use of sites depending on their accessibility to the general public. No major tourism or recreational use apart from some angling and boating. Many sites are

accessible through a network of public footpaths and the sites have increased use in the summer.

Current Scientific Research

Habitat

- Catchment management planning.
- Peatland restoration and monitoring.
- Fen rehabilitation.
- Limnology.
- Hydrology.

Environment

- Water chemistry.
- Trophic status/nutrient budgets.
- Peat palaeo-ecology.
- Impacts of fish.

5.0 APPROPRIATE ASSESSMENT

INTRODUCTION

- 5.1 The following matrices detail the Appropriate Assessment of the potential effects of the Warrington Borough Council Core Strategy and Third Local Transport Plan on the integrity of the identified Natura 2000 sites.
- 5.2 The policies of the other plans and projects detailed at Table 2.1 and Appendix A have been mapped according to their geographical location to show their relationship with policies and projects detailed in the Warrington Core Strategy and Third Local Transport Plan (see Figures 9 – 15).

MANCHESTER MOSSES SAC (SAC Code UK0030200 – Site Area 173ha)

Ref	Issue	Assessment
1a	Qualifying feature(s) of site	<i>Annex I Habitat</i> Degraded raised bogs still capable of natural regeneration for which this is considered to be one of the best areas in the UK.
1b	Conservation objectives of site	To maintain, in favourable condition, the degraded raised bogs.
1c	Environmental conditions sustaining integrity of site/species/habitats	Maintenance of high water table, potentially negatively affected by drainage on site, on boundaries and on surrounding land. Control over scrub invasion. Groundwater quality. Air quality – nitrogen deposition can negatively affect oligotrophic conditions needed for <i>Sphagnum</i> mosses to thrive.
2	SSSI Condition	Astley and Bedford Mosses SSSI – 39% favourable/recovering; 40% unfavourable no change; 21% unfavourable declining. Risley Moss SSSI – 100% unfavourable recovering. Holcroft Moss SSSI - 100% unfavourable recovering.
3	Element(s) of plan(s) likely to give rise (either alone or in combination) to adverse effects on Natura 2000 site	Potential changes in air quality resulting from an increase in development outlined in the WBC Core Strategy (largely housing, employment and retail) to accommodate projected population growth. Potential effects will largely arise from an increase in traffic with more significant effects resulting from the increased use of the strategic motorway network – the M56, the M6 and the M62). Increases in the deposition of pollutants such as nitrogen dioxide and particulates may have adverse effects upon the health of Manchester Mosses SAC, and in particular the health of <i>Sphagnum</i> which is critical to the ability of the degraded raised bog to re-establish actively growing peat within the site. The projected growth in Warrington for the period between 2006 and 2027 is to accommodate a minimum of 10,500 new homes and 277 hectares of employment land. The vast majority of this target is to be met through larger strategic and key housing and employment sites with 60% of all new residential development to be located in the 'Inner Warrington' area. Potential changes in air quality resulting from development outline in other plans and projects including housing, employment, minerals and waste sites and transport proposals.

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Ref	Issue	Assessment	
		General population growth and developments close to Manchester Mosses SAC could increase recreational pressures.	
4	Source/Pathway of likely direct, indirect or secondary effects of the project(s) (either alone or in combination) on the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
4a	Direct land take	<p>The potential for adverse effects on Manchester Mosses SAC due to direct land take, proximity, or effects on the hydrological regime is highly unlikely as the Core Strategy focuses the large strategic development areas on the central and western areas of Warrington away from Manchester Mosses SAC.</p> <p>There is the potential for future development (not specifically allocated but supported in principle by the LTP3 and CS) to be located close to the Manchester Mosses SAC. However in the absence of knowledge about location, scale and nature of such development it is difficult to assess its potential effects. In any case, such development is highly likely to be smaller infill and extensions to existing built areas; such effects can be appropriately controlled at the planning</p>	<p>The potential for adverse effects on Manchester Mosses SAC due to direct land take, proximity, or effects on the hydrological regime is highly unlikely as none of the other plans and projects (namely Salford CS, Wigan CS, Greater Manchester Minerals Plan and the Greater Manchester Waste Plan) propose any developments on or close to the Manchester Mosses SAC. The only exception to this is Policy T6 of the Salford CS which proposes a hard shoulder running scheme between Junction 10 (M6 Junction in Warrington) and Junction 12 (M60/M602 Junction). This should not have any adverse effects on drainage at Holcroft Moss immediately south of the M62 as sufficient road drainage is already present on the M62 and drainage improvements can be implemented quickly if required. In addition, there may be a positive effect on the site as an additional lane will improve traffic flows (especially during peak hours) which will reduce vehicle emissions and subsequently reduce nitrogen dioxide emissions.</p> <p>There is the potential for future development (not specifically allocated but supported in principle by the LTP3 and CS) to be located close to the Manchester Mosses</p>
4b	Proximity effects		
4c	Water abstraction		
4d	Water discharges		

MANCHESTER MOSSES SAC (SAC Code UK0030200 – Site Area 173ha)

Ref	Issue	Assessment	
		<p>application stage (see Section 6 for further details).</p>	<p>SAC. However in the absence of knowledge about location, scale and nature of such development it is difficult to assess its potential effects. In any case, such development is highly likely to be smaller infill and extensions to existing built areas; such effects can be appropriately controlled at the planning application stage (see Section 6 for further details).</p> <p>The Whithead landfill extension (see also Section 4a below) is too far away from the Manchester Mosses to have any adverse effects on groundwater.</p>
4e	Air emissions	<p>Increase in Population and General Development Growth The likelihood of impacts from air emissions is greatly reduced with the distance from the SAC of the potentially affected roads i.e. the magnitude of the changes in air quality seen in close proximity to affected roads will be much greater than those seen at a distance of more than 200m where pollutant levels can be expected to fall to background levels. This assessment level follows guidance in the Design Manual for Roads and Bridges (DMRB) Volume 11 Section 3 – Environmental Assessment Techniques.</p> <p>Risley Moss is more than 1km away from the M6 and M62 and Astley and Bedford Mosses is more than 3km away from the M62 and more than</p>	<p>Increase in Population and General Development Growth Development growth (consisting mainly of strategic housing and employment sites) from all identified Core Strategy documents will result in an increase in the number of vehicles using the local road and motorway network. The main growth is as follows:</p> <ul style="list-style-type: none"> ▪ Halton – 9000 dwellings, 295ha of employment land, 57000m² of retail warehousing. ▪ Wigan – 1000 dwellings per year to 2026, 250ha of employment land. ▪ St Helens – 13680 dwellings, 46ha of employment land and the 85ha site at Parkside (Strategic Rail Freight Interchange). ▪ Salford – 33750 dwellings, a number of regionally significant and sub-regionally significant employment sites comprising over 1 million m² of employment land. ▪ Trafford – 11800 dwellings and employment land; ▪ Cheshire East – 1600 dwellings per year to 2025, average change in jobs of 950 per year. Key growth areas being Crewe and Macclesfield with major

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Ref	Issue	Assessment
	<p>800m from the A574 and A580). However, Holcroft Moss is immediately adjacent and south of the M62 near junction 11.</p> <p>WBC has undertaken transport modelling for the possible development scenarios which could achieve the growth outlined in the Core Strategy. The modelling provides a good indication to ascertain likely effects of development growth on the road and motorway network (Warrington LDF Core Strategy Model Results Presentation 18th April 2011). During the AM peak flow for 2026 the model indicates a potential 15% increase in vehicle passenger car units (pcu) travelling eastbound and a potential 23% increase for those travelling westbound along the M62.</p> <p>This is likely to result in a higher deposition rate of nitrogen dioxide at Holcroft Moss which will need to be considered against the critical load for a raised bog.</p> <p>Risley Moss and Astley and Bedford Mosses are too far away from the strategic road network for any potential adverse effects on air quality to arise.</p>	<p>employment sites located at Crewe (Basford East and West – 98ha), Middlewich (MidPoint 18 – 53ha) and Macclesfield (22ha).</p> <ul style="list-style-type: none"> ▪ Cheshire West – 20673 dwellings until 2021. 501ha of employment land across key areas of Ellesmere Port (60%), Chester (20%), Northwich (10%) and Winsford (10%). <p>Developments closer to the Manchester Mosses SAC (and with good links to the strategic road network that links them) are more likely to have the potential for adverse effects on air quality. The main housing and employment sites are as follows:</p> <p><u>Halton</u></p> <ul style="list-style-type: none"> ▪ East Runcorn – 2800 dwellings and 66ha employment land. ▪ Leigh East Retail Development (UDP Policy S1H). <p><u>Wigan</u></p> <ul style="list-style-type: none"> ▪ East Lancs Road Corridor Housing Area; ▪ Garrett Hall – 28ha residential; ▪ East of Atherton – 45ha mixed use; and ▪ East Leigh Retail Site. <p><u>St Helens</u></p> <ul style="list-style-type: none"> ▪ Newton le Willows and Earlstown – 2736 dwellings; and ▪ M62 Corridor – 46ha employment land. <p><u>Salford</u></p> <ul style="list-style-type: none"> ▪ Irlam and Cadishead – 1250 dwellings; ▪ Barton Multi-Modal Freight Interchange;

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Ref	Issue	Assessment
	<p>Increased Use of Public Transport Policies CS3 (Transport), and MP4 (Public Transport) of the Core Strategy state a commitment to improve all aspects of the public transport network including improvements to and encouragement of the use of the public transport system, improved interchange facilities at key stations and support of a national high speed rail service. Policy PT9 of the Warrington LTP3 seeks to ensure improvements to the national rail network are positive for Warrington and to seize opportunities to improve passenger and freight services.</p> <p>Policy MT7 of the LTP3 seeks to develop park and ride schemes in Warrington to increase the use of alternative forms of travel including rail, bus, car share and bike.</p> <p>An increase in the use of the railway network has the potential for adverse effects due to a potential increase in sulphur dioxide emissions typically associated with diesel train engines. This may be particularly evident on the (Eccles) Manchester to Liverpool line (which runs immediately parallel to the</p>	<ul style="list-style-type: none"> ▪ Media City UK – 170,000m² employment floorspace; ▪ Salford Central - 150,000m² employment floorspace; ▪ Greengate - 100,000m² employment floorspace; ▪ Ordsall Waterfront - 50,000m² employment floorspace; ▪ Cutacre - 100,000m² employment floorspace; and ▪ Barton - 400,000m² employment floorspace. <p><u>Trafford</u></p> <ul style="list-style-type: none"> ▪ Partington Regeneration Area – 850 dwellings; and ▪ Carrington Mixed Use – 52ha residential, 75ha employment. <p><u>Cheshire East</u></p> <ul style="list-style-type: none"> ▪ Knutsford Key Service Centre – approx 1700 dwellings and 1000 jobs. <p><u>Cheshire West</u></p> <ul style="list-style-type: none"> ▪ Northwich – 2068 dwellings, 50ha employment land; and ▪ Winsford - 2068 dwellings, 50ha employment land. <p>Should the Core Strategies achieve these growth targets, this will likely result in a significant increase in traffic using the local road and motorway network. However, the most significant effects are likely to be experienced on the motorway network. As nitrogen deposition levels are considered to significantly reduce with distance from the source (to background levels at a distance of 200m) and Risley Moss and Astley and Bedford Mosses are significantly more than 200m from the strategic road network, it is highly unlikely that adverse air quality effects will occur. In addition, whilst such traffic increases can be</p>

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Ref	Issue	Assessment
		<p>Astley and Bedford Mosses site) and the (Birchwood) Manchester to Liverpool line which runs immediately south of Risley Moss. Similarly an increase in the number of buses and coaches on the road and motorway network would likely increase adverse air quality effects.</p> <p>However, any increase in the use of public transport is likely to be immediately offset (at least once over and more likely several times over) by an overall reduction of vehicles on the road network. For example, an additional bus carrying 20 passengers (who otherwise would have travelled by car) will significantly reduce the cumulative nitrogen dioxide emissions.</p> <p>The nitrogen deposition totals and critical loads for the Manchester Mosses SAC have been obtained from the Air Information Pollution Service (www.apis.ac.uk). The critical load for raised and blanket bogs is 5-10 kg N ha⁻¹yr⁻¹.</p> <p>The total deposition for 2005 was 20.86 kg N ha⁻¹yr⁻¹ and the calculated deposition for 2020 is 16.52 kg N ha⁻¹yr⁻¹. The critical load is therefore</p>

more easily attributed to growth in Warrington (due to the proximity of Manchester Mosses SAC to Warrington together with the transport modelling undertaken by Warrington Council), it is a lot more difficult to ascertain how development growth in the surrounding authority areas will affect the strategic road network (and subsequently affect the Manchester Mosses SAC) as much of this development is significantly further away (up to a distance of approximately 45km).

There remains a potential cumulative adverse effect on the Astley and Bedford Mosses site due to a cumulative increase in traffic travelling along the M62.

Increased Use of Public Transport
Policies T1 and T3 of the Salford CS, Policy L4 of the Trafford CS and Policy CP7 of the Wigan CS commit to improvements to accessibility and the public transport system with particular regard to rail and bus services.

Any increase in the use of public transport is likely to be immediately offset (at least once over and more likely several times over) by an overall reduction of vehicles on the road network. For example, an additional bus carrying 20 passengers (who otherwise would have travelled by car) will significantly reduce the cumulative nitrogen dioxide emissions.

Policy T1 of the Salford Core Strategy and policies detailed in the Greater Manchester LTP, Merseyside LTP and Halton LTP look to enhance and electrify the (Eccles) Manchester to Liverpool railway line.

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Ref	Issue	Assessment
		<p>currently being exceeded; however, the total deposition of nitrogen is expected to decrease between 2005 and 2020.</p> <p>The contribution to the deposition total from vehicular traffic was 12.8% (2.52 kg) in 2005 and is expected to reduce to 5.3% (0.83 kg) in 2020.</p> <p>Policies MP8 and MP9 of the Core Strategy support sustainable waste management and the use of recycled and secondary waste. Any sites required to be allocated for waste management and mineral workings will be identified in a separate Development Plan Document.</p> <p>Waste and mineral sites have the potential to affect air quality of the Manchester Mosses SAC through an increase in vehicles using the strategic road network (nitrogen deposition). However, as no definitive sites have been identified it is not possible to assess the nature of any potential effects. See Section 6 for details of mitigation measures (transport improvement measures and requirements for HRA and EIA).</p> <p>The electrification works associated with the upgrade could potentially have temporary effects on air quality and the hydrological regime of the Astley and Bedford Mosses site due to proximity. However this should be able to be appropriately managed during the construction/installation phase via standard planning conditions and suitable construction and pollution prevention techniques (see Section 6 for further details).</p> <p>The electrification of the railway would have long-term positive effects on the Manchester Mosses SAC as there would be a significant reduction in sulphur dioxide emissions as electric trains would replace diesel trains.</p> <p>Other Air Quality Effects</p> <p>The main waste and minerals sites with the potential to have adverse effects on air quality are as follows:</p> <p><u>Waste</u></p> <ul style="list-style-type: none"> ▪ <i>Whitehead Landfill Extension (66ha) approximately 2km from Astley and Bedford Mosses;</i> ▪ <i>Carrington Business Park;</i> ▪ <i>Carrington A;</i> ▪ <i>Carrington B; and</i> ▪ <i>Various waste sites in Cheshire East and Cheshire West.</i> <p><u>Minerals</u></p> <ul style="list-style-type: none"> ▪ <i>Gravel search areas on the Warrington/Wigan border and Warrington/Salford border approximately 1km from Astley and Bedford Mosses at the closest point.</i> <p>All of the sites have the potential to increase HGV traffic on the motorway network for the movement of waste to</p>

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Ref	Issue	Assessment
		<p>and from site particularly those closest to the Manchester Mosses SAC (those in italics above). However, traffic flows and specific contributions to waste movements from growth in Warrington are difficult to predict; in addition traffic flows will also utilise other parts of the motorway network well outside of Warrington’s administrative boundary. Increases in HGV traffic and associated reductions in air quality are likely to be significantly less than those modelled for Warrington’s overall growth.</p> <p>The Appropriate Assessment Report of the Greater Manchester Joint Waste Development Plan Document (JWDPD) (Scott Wilson, December 2010) states that waste sites (particularly incinerators and landfill sites) can contribute substantially to atmospheric pollution. The following sources of atmospheric pollution are generated by the waste facility categories appraised in the JWDPD:</p> <ul style="list-style-type: none"> ▪ Landfill gas; ▪ Landfill gas flare; ▪ Thermal treatment emissions; ▪ Traffic; ▪ Bio-aerosols (including microbes and fungus); (from landfill; open air windrow composting and Mechanical Biological Treatment (MBT) plants within enclosed (built) waste management and recycling facilities); and ▪ Dust (from thermal treatment emissions, open air windrow composting, open waste management and recycling facilities). <p>The following atmospheric pollutants may be released by waste sites:</p>

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Ref	Issue	Assessment
		<ul style="list-style-type: none"> ▪ Methane; ▪ Carbon dioxide; ▪ Oxides of nitrogen; ▪ Ammonia; ▪ Dust; ▪ Sulphur dioxide; ▪ Low-level ozone; ▪ Hydrogen chloride and hydrogen fluoride; ▪ Dioxins; and ▪ Heavy metals. <p>From the waste sites identified above, only the Whitehead Landfill site is considered to have the potential for adverse effects on the Manchester Mosses SAC (air pollution pathway).</p> <p>For a variety of reasons, only oxides of nitrogen and ammonia were considered as part of the JWDPD HRA Appropriate Assessment. An increase in the deposition of nitrogen from the atmosphere to soils is generally regarded to lead to an increase in soil fertility, which can have a serious deleterious effect on the quality of semi-natural, nitrogen-limited terrestrial habitats. High nitrogen levels can also have directly toxic effects on plants.</p> <p>The JWDPD HRA report concludes that the extension of Whitehead Landfill will not result in a significant increasing atmospheric nitrogen deposition and is therefore unlikely to affect the integrity of Manchester Mosses SAC.</p> <p>The Habitats Regulations Assessment Screening (Stage 1)</p>

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Ref	Issue	Assessment
		<p>Report of the Greater Manchester Minerals DPD concludes that none of the policies are likely to result in any adverse effects on the integrity of Manchester Mosses SAC.</p> <p>There are no HRA Stage 1 or 2 Reports available for the Cheshire Replacement Waste Local Plan or the Cheshire Replacement Minerals Local Plan. However, there are unlikely to be adverse effects on Rixton Clay Pits SAC due to the distance between them and the lack of a viable pathway.</p> <p><u>Airport Improvements</u> Policy T8 of the Salford CS and Policy CS17 of the Halton CS propose improvements to Manchester City Airport (new runway) and Liverpool John Lennon Airport (runway extension) respectively. This will improve capacity and increase flight turnarounds which will potentially have adverse effects on air quality through pollution from planes and cars using the motorway network to arrive at and leave the airports. Both developments will only be supported by the Council if, amongst other requirements, it can be demonstrated that there will be no negative air quality effects. This will be of particular importance for airplane engine emissions as they have the potential to disperse across a wider area than car emissions. Environmental Impact Assessment and Habitats Regulations Assessments will be required to accompany any planning applications for these developments.</p> <p><u>Parkside Strategic Rail Freight Interchange</u> A Stage 1 HRA screening report was undertaken in August 2008; the report concluded that the development was</p>

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Ref	Issue	Assessment
		highly unlikely to result in any significant effects on the health of Sphagnum.
4f	Recreational pressures	<p>Recreational pressures are possible, especially where there is an increase in housing and employment development close to the sites. Policy ST10 of the Salford UDP and Policy AT1 of the Warrington LTP3 promote the provision of Borough-wide recreational facilities including recreational routes between the urban areas and the countryside. Although such provision would likely increase the accessibility to the Manchester Mosses SAC, it would also increase accessibility to other areas of open and green space in the Borough away from the SAC.</p> <p>There are no strategic development sites in the Warrington CS close to the mosses; however, there is housing development proposed in Wigan (East Lancs Road Corridor, Garret Hall, East of Atherton) and Trafford (Partington Regeneration Area) close to the Mosses which could increase recreational pressures. However, Policy SP5 of the Wigan CS identifies a large area north to south through the core of the Borough as the 'Greenheart' which will be developed into a high quality countryside park; this will more likely attract the local population and reduce the likelihood of using the mosses. Policy GB3 of the Salford CS promotes the establishment of the Chat Moss Heartland to help restore the lowland raised bogs habitat and allow informal and well managed recreation opportunities. In addition, Policy CP2 of the Wigan CS seeks to protect and enhance existing open spaces and the principal parks at Mesnes Park, Wigan and Haigh Hall and Pennington Flash Country Park.</p> <p>Policy MP3 (Active Travel) of the Warrington CS states that an integrated network of routes for walking and cycling will be developed. Policy CS5 (Strategic Green Links) and QE3 (Green Infrastructure) of the Warrington CS highlights a strategic approach to green infrastructure to ensure the existing network of green spaces (and the links between them) is maintained and improved to ensure that biodiversity is protected whilst ensuring accessibility. Warrington already has excellent areas of green spaces such as Walton Gardens, Victoria Park, Sankey Valley Park and Risley Moss (also a Local Nature Reserve) which are envisaged to continue to attract visitors throughout the plan period. The 3 Manchester Mosses sites are currently managed by Cheshire Wildlife Trust, Lancashire Wildlife Trust and Warrington Borough Council (Risley Moss) and the sites will continue to be appropriately managed to ensure that recreational pressures do not result in adverse effects to the habitat. No adverse effects from recreational pressures are anticipated.</p>

MANCHESTER MOSSES SAC (SAC Code UK0030200 – Site Area 173ha)

Ref	Issue	Assessment	
5	Potential changes (either alone or in combination) to the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
5a	Habitat or species fragmentation	N/A.	
5b	Reduction in habitat/species density	There is a potential effect on health of <i>Sphagnum</i> (which is critical to the ability of the degraded raised bog to re-establish actively growing peat within the site). The likelihood of this impact is greatly reduced with the distance from the SAC of proposed developments/growth areas.	
5c	Disturbance to species	N/A.	
6	Mitigation measures/existing provisions in Warrington CS and LTP3	<p>Air Quality Air pollution data from the APIS indicates that the site is currently exceeding its nitrogen deposition critical load for raised and blanket bogs. The data also suggests that nitrogen deposition will decrease over time and the percentage and quantity contribution of vehicular traffic to nitrogen deposition will decrease over time.</p> <p>Any increase in traffic at Manchester Mosses SAC and more specifically along the M6 and M62 would largely result from development in Warrington, Trafford, Salford and Wigan. The Core Strategy and Third Local Transport Plan set out a number of policies which help to reduce traffic generation and dependency on the car as follows:</p> <ul style="list-style-type: none"> ▪ Ensure that major new developments are located where good access to public transport is available or can be readily provided, backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car; ▪ Ensure safe and sustainable access for all, particularly by public transport, between homes and employment and a range of services and facilities (such as retail, health, education, and leisure) will be promoted, and will influence locational choices and investment decisions; ▪ Aim to secure improvements to transport infrastructure in partnership with operators and delivery partners including rail operators and Network Rail. The Council and station operators will consider making additional provision for car parking at railway stations, so as to promote maximum use of the rail network. 	

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Ref	Issue	Assessment
		<ul style="list-style-type: none"> ▪ Aim to reduce private car use through the introduction of ‘smarter choices’ (including travel plans, safer routes to school, car pooling, car sharing schemes, car clubs and park and ride schemes, the availability of real time travel information and integrated ticketing) and other incentives to change travel behaviour; ▪ Park and ride facilities should be located, designed and managed so as not to give rise to significant adverse impact on the adjacent highway network or the quality of the local environment, including public enjoyment of the countryside and established rights of way; ▪ Encourage walking and cycling for both utility and recreation on existing routes by making roads and other routes safer, convenient, and more enjoyable for walking and cycling and increase the functionality of Green Infrastructure to facilitate walking and cycling where appropriate ▪ Promote improvement schemes at Central Station and Bank Quay railway stations and improve linkages to them and local railway stations, at Padgate, Birchwood, Sankey for Penketh, Glazebrook and potentially Chapelford, by improving integration with bus services, and enhancing pedestrian approaches and accessibility and ensuring appropriate parking facilities ▪ Consider the effective reallocation of road space in favour of public transport, pedestrians and cyclists alongside parking charges, enforcement and provision and other fiscal measures, including road user charging; ▪ Make greater use of on-street parking controls and enforcement; ▪ Incorporate maximum parking standards for various land use categories and define areas where more restrictive standards should be applied; and ▪ Support development that secures more sustainable movement of freight. <p>The Council’s planning and environmental protection teams will typically require air quality assessments to be undertaken for developments that may have an adverse effect on air quality. Such reports will be required to demonstrate that they do not have any adverse air quality effects, or such effects can be sufficiently mitigated for, monitored and controlled.</p> <p>The vast majority of new vehicles on the road generally emit fewer emissions than older vehicles. This has become more apparent over the last 5 years as the car industry has responded to increasing climate change (carbon reduction) pressures and in increase in demand for more fuel efficient and cost-effective means of car travel. This trend is likely to increase in the future as electric vehicles will become more prevalent (as they continue to receive government subsidies) and other cleaner</p>

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		<p>technologies (such as hydrogen) are advanced.</p> <p>Policies CS3 (Transport), MP3 (Active Travel), MP4 (Public Transport) state a commitment to improve all aspects of the public transport network including pedestrian and cycle routes, improved interchange facilities at key stations and support of a national high speed rail service. The Arpley Chord infrastructure project (see Warrington CS Policy CS10) will increase the ability for freight to use the rail network which will help to reduce the quantity of road-based freight.</p> <p>Recreation</p> <p>Policies SP5 of the Wigan CS and GB3 (Salford CS) promote the Wigan Greenheart and Chat Moss Heartland which will help to reduce recreational pressures. Policies CS5 (Strategic Green Links) and QE3 (Green Infrastructure) of the Warrington CS will ensure that facilities are accessible on a Borough wide basis. Policy IW2 (Victoria Park Area) and Policy CC3 (Walton Hall Estate) will also reduce recreational pressures as outdoor facilities are promoted at areas including the Trans Pennine Trail, Victoria Park, Sankey Valley Park, Rixton Clay Pits and parks at Peel Hall, Padgate, Bruche and Woolston). Warrington already has excellent areas of green spaces such as Walton Gardens, Victoria Park, Sankey Valley Park and Risley Moss (also a Local Nature Reserve) which are envisaged to continue to attract visitors throughout the plan period.</p> <p>Rixton Clay Pits will continue to be managed by Warrington Borough Council to ensure that recreational pressures can be appropriately managed to ensure a healthy balance between recreation and biodiversity.</p> <p>General</p> <p>All developments will be required to submit appropriate information at the planning application stage; larger developments will likely be required to submit supporting assessments to demonstrate no adverse environmental effects. Such assessments may include air quality assessments, hydrology, flood risk assessments and transport assessments and may also be a statutory requirement under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999 (See also Section 7 below). Drainage is also a key consideration; Sustainable Drainage Systems (SUDS) are usually a standard consideration requested by the Environment Agency to ensure water is managed appropriately (as close to the source as possible is the preferred method) during construction and</p>

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		<p>operation of the development. Policy QE6 of the Warrington CS requires developers to consider the potential for environmental effects and requires detailed assessments to be undertaken as appropriate. Policy QE4 of the Warrington CS details the requirement for Flood Risk Assessments and preference for the use of SUDS in areas of flood risk.</p> <p>Transport Management Plans are a national requirement where transport assessments indicate that developments are likely to result in a significant increase in traffic on the road network which will subsequently need to be managed. Policy MP7 of the Warrington CS requires all developers to demonstrate that development will not have any significant effects on highway safety or capacity; Transport Assessments, Transport Statements and Travel Plans must be produced where appropriate and in accordance with national guidance.</p> <p>Natura 2000 sites are protected by law via Directive 92/43/EEC 'Conservation of Natural Habitats and Wild Flora and Fauna' (known as the 'Habitats Directive'). As such individual applications for development (particularly the larger strategic development sites) will be required to comply with the Habitats Directive to demonstrate that Natura 2000 sites will not be adversely affected (see also Section 7 below). Policy QE5 of the Warrington CS states that proposals which may affect Natura 2000 sites will be subject to rigorous examination in accordance with the Habitats Directive to ensure the integrity of such sites is not adversely affected.</p> <p>Development briefs for all large allocated development sites will be produced to guide developers as to the most appropriate manner in which to develop sites. This will also include all constraints on site (such as environmental constraints) which should be considered during the development of detailed design proposals and supporting information to accompany planning applications. Cross reference will also be made to any requirements for EIA and HRA (see also Section 7 below).</p> <p>Construction Management Plans and Environmental Management Plans are a standard requirement for larger development schemes (controlled via planning condition) to demonstrate that construction methods will ensure that temporary environmental effects can be appropriately mitigated and controlled e.g. dust management techniques, pollution prevention control measures etc.</p>
7	Suggested amendments to Warrington CS and	<p>Recreation and Open Space It is recommended that consideration is given to the inclusion of a policy detailing the requirement for</p>

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	<p>LTP3.</p>	<p>open space provisions from developers for new housing development. For example, the policy could require the direct provision of opens space or a commuted sum payment secured by a section 106 agreement. Such provision could be dependent upon the current provision (in terms of quantity, type or both) of open space in settlements/areas. For larger strategic sites identified in the Core Strategy, the provision of open and recreational space would be expected to also be included in development briefs (see Section 6 above and ‘Environment and Amenity Protection’ below).</p> <p>Environment and Amenity Protection Policy QE6 of the Warrington CS states that development will only be supported where it will not result in adverse effects on the environment of local amenity. The Council will consider the integrity of flood defences, quality of water bodies, groundwater resources, air quality, noise and vibration levels, light pollution, overlooking, overshadowing and loss of privacy, and effects on highway safety and capacity.</p> <p>The policy should be expanded to also include the consideration of effects on landscape, biodiversity and the historic environment. This policy should also be linked to ‘Environmental Impact Assessment’.</p> <p>Environmental Impact Assessment Specific policy required regarding the need for all applicants to consider whether the EIA Regulations are applicable for all relevant development proposals.</p> <p>European Protected Sites Policy QE5 states that developments will not be permitted where they are likely to have adverse effects on the integrity of Natura 2000 sites. Specific reference in the policy should be made to the Habitats Directive and Natural England’s Standing Advice for Protected Species.</p> <p>Development Briefs Specific policy required stating that development briefs for all large allocated development sites will be produced as part of the supporting Development Plan Documents (DPDs) to guide developers as to the most appropriate manner in which to develop sites including required services and infrastructure and consideration of additional facilities such as open space and community facilities.</p>

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		The development briefs will also include all constraints on site (such as environmental constraints) which should be considered during the development of detailed design proposals and supporting information to accompany planning applications. Cross reference will also be made to any requirements for EIA and HRA.
8	Summary as to the overall significance of effects after mitigation measures have been implemented.	No significant adverse effects on the nature conservation interests of Manchester Mosses SAC are anticipated.

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1a	Qualifying feature(s) of site	<i>Annex II Species</i> Great crested newt (<i>Triturus cristatus</i>) for which this is considered to be one of the best areas in the United Kingdom.
1b	Conservation objectives of site	To maintain, in favourable condition, the habitats for the population of Great crested newt (<i>Triturus cristatus</i>).
1c	Environmental conditions sustaining integrity of site/species/habitats	Maintenance of aquatic and terrestrial quality and diversity Control over fish and invasive plants. Water quality of water bodies. Air quality insofar as water quality and calcareous substrates may be affected.
2	SSSI Condition	100% unfavourable recovering.
3	Element(s) of plan(s) likely to give rise (either alone or in combination) to adverse effects on Natura 2000 site	<p>The clay pits are potentially vulnerable to impacts on water quality and calcareous habitats from emissions to air. Such impacts could have implications for the great crested newt population.</p> <p>Potential changes in air quality resulting from an increase in development outlined in the WBC Core Strategy (largely housing, employment and retail) to accommodate projected population growth. Potential effects will largely arise from an increase in traffic with more significant effects resulting from the increased use of the strategic motorway network – the M56, the M6 and the M62). Increases in the deposition of pollutants such as nitrogen dioxide and particulates may have adverse effects upon the health of Rixton Clay Pits SAC, and in particular the health of <i>Sphagnum</i> which is critical to the ability of the degraded raised bog to re-establish actively growing peat within the site.</p> <p>The projected growth in Warrington for the period between 2006 and 2027 is to accommodate a minimum of 10,500 new homes and 277 hectares of employment land. The vast majority of this target is to be met through larger strategic and key housing and employment sites with 60% of all new residential development to be located in the 'Inner Warrington' area.</p> <p>Potential changes in air quality resulting from development outline in other plans and projects including housing, employment, minerals and waste sites and transport proposals.</p> <p>General population growth and developments close to Rixton Clay Pits SAC could increase recreational pressures.</p>

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4	Source/Pathway of likely direct, indirect or secondary effects of the project(s) (either alone or in combination) on the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
4a	Direct land take	<p>The potential for adverse effects on Rixton Clay Pits SAC due to direct land take, proximity, or effects on the hydrological regime is highly unlikely as the Core Strategy focuses the large strategic development areas on the central and western areas of Warrington away from Rixton Clay Pits SAC.</p> <p>There is the potential for future development (not specifically allocated but supported in principle by the LTP3 and CS) to be located close to Rixton Clay Pits SAC. However in the absence of knowledge about location, scale and nature of such development it is difficult to assess its potential effects. In any case, such development is highly likely to be smaller infill and extensions to existing built areas; such effects can be appropriately controlled at the planning application stage (see Section 6 for further details).</p>	<p>The potential for adverse effects on Rixton Clay Pits SAC due to direct land take, proximity, or effects on the hydrological regime is highly unlikely as none of the other plans and projects (namely Salford CS, Trafford CS, Greater Manchester Minerals Plan and the Greater Manchester Waste Plan) propose any developments on or close to Rixton Clay Pits SAC.</p> <p>There is the potential for future development (not specifically allocated but supported in principle by the LTP3 and CS) to be located close to Rixton Clay Pits SAC. However in the absence of knowledge about location, scale and nature of such development it is difficult to assess its potential effects. In any case, such development is highly likely to be smaller infill and extensions to existing built areas; such effects can be appropriately controlled at the planning application stage (see Section 6 for further details).</p>
4b	Proximity effects		
4c	Water abstraction		
4d	Water discharges		
4e	Air emissions	<p>Increase in Population and General Development Growth</p> <p>The likelihood of impacts from air emissions is greatly reduced with the distance from the SAC of the potentially affected roads i.e. the</p>	<p>Increase in Population and General Development Growth</p> <p>Development growth (consisting mainly of strategic housing and employment sites) from all identified Core Strategy documents will result in an increase in</p>

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	<p>magnitude of the changes in air quality seen in close proximity to affected roads will be much greater than those seen at a distance of more than 200m where pollutant levels can be expected to fall to background levels. This assessment level follows guidance in the Design Manual for Roads and Bridges (DMRB) Volume 11 Section 3 – Environmental Assessment Techniques.</p> <p>Rixton Clay Pits SAC is further than 200m away from the motorways likely to be affected by development growth contained in the Core Strategy (approximately 2km from the M6). However the SAC is immediately north of the A57 which is a key commuter route into Warrington.</p> <p>WBC has undertaken transport modelling for the possible development scenarios which could achieve the growth outlined in the Core Strategy. The modelling provides a good indication to ascertain likely effects of development growth on the road and motorway network (Warrington LDF Core Strategy Model Results Presentation 18th April 2011). The model does not show specific results for the A57 east of the M6 (where it runs immediately south of the SAC); however, the model indicates a potential 15% increase in vehicle kilometres for 2026 in Warrington. Journey times are also projected to increase by approximately</p>	<p>the number of vehicles using the local road and motorway network. The main growth is as follows:</p> <ul style="list-style-type: none"> ▪ Halton – 9000 dwellings, 295ha of employment land, 57000m² of retail warehousing. ▪ Wigan – 1000 dwellings per year to 2026, 250ha of employment land. ▪ St Helens – 13680 dwellings, 46ha of employment land and the 85ha site at Parkside (Strategic Rail Freight Interchange). ▪ Salford – 33750 dwellings, a number of regionally significant and sub-regionally significant employment sites comprising over 1 million m² of employment land. ▪ Trafford – 11800 dwellings and employment land; ▪ Cheshire East – 1600 dwellings per year to 2025, average change in jobs of 950 per year. Key growth areas being Crewe and Macclesfield with major employment sites located at Crewe (Basford East and West – 98ha), Middlewich (MidPoint 18 – 53ha) and Macclesfield (22ha). ▪ Cheshire West – 20673 dwellings until 2021. 501ha of employment land across key areas of Ellesmere Port (60%), Chester (20%), Northwich (10%) and Winsford (10%). <p>Developments closer to the Manchester Mosses SAC (and with good links to the strategic road network that links them) are more likely to have the potential for adverse effects on air quality. The main housing and employment sites are as follows:</p> <p><u>Halton</u></p>

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	<p>8%.</p> <p>This is likely to result in a higher deposition rate of nitrogen dioxide at Rixton Clay Pits SAC which will need to be considered against the critical load for the site.</p> <p>Increased Use of Public Transport Policies CS3 (Transport), and MP4 (Public Transport) state a commitment to improve all aspects of the public transport network including improvements to and encouragement of the use of the public transport system, improved interchange facilities at key stations and support of a national high speed rail service. Policy PT9 of the Warrington LTP3 seeks to ensure improvements to the national rail network are positive for Warrington and to seize opportunities to improve passenger and freight services.</p> <p>Policy MT7 of the LTP3 seeks to develop park and ride schemes in Warrington to increase the use of alternative forms of travel including rail, bus, car share and bike.</p> <p>An increase in the use of the railway network has the potential for adverse effects due to a potential increase in sulphur dioxide emissions typically associated with diesel train engines; however Rixton Clay Pits is 2km away from the (Birchwood) Manchester</p>	<ul style="list-style-type: none"> ▪ East Runcorn – 2800 dwellings and 66ha employment land. <p><u>Wigan</u></p> <ul style="list-style-type: none"> ▪ East Lancs Road Corridor Housing Area; ▪ Garrett Hall – 28ha residential; ▪ East of Atherton – 45ha mixed use; and ▪ East Leigh Retail Site. <p><u>St Helens</u></p> <ul style="list-style-type: none"> ▪ Newton le Willows and Earlstown – 2736 dwellings; and ▪ M62 Corridor – 46ha employment land. <p><u>Salford</u></p> <ul style="list-style-type: none"> ▪ Irlam and Cadishead – 1250 dwellings; ▪ Barton Multi-Modal Freight Interchange; ▪ Media City UK – 170,000m² employment floorspace; ▪ Salford Central - 150,000m² employment floorspace; ▪ Greengate - 100,000m² employment floorspace; ▪ Ordsall Waterfront - 50,000m² employment floorspace; ▪ Cutacre - 100,000m² employment floorspace; and ▪ Barton - 400,000m² employment floorspace. <p><u>Trafford</u></p> <ul style="list-style-type: none"> ▪ Partington Regeneration Area – 850 dwellings; and ▪ Carrington Mixed Use – 52ha residential, 75ha employment. <p><u>Cheshire East</u></p>

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	<p>to Liverpool line and such effects are highly unlikely. Similarly an increase in the number of buses and coaches on the road and motorway network would likely increase adverse air quality effects.</p> <p>However, any increase in the use of public transport is likely to be immediately offset (at least once over and more likely several times over) by an overall reduction of vehicles on the road network. For example, an additional bus carrying 20 passengers (who otherwise would have travelled by car) will significantly reduce the cumulative nitrogen dioxide emissions.</p> <p>The nitrogen deposition totals and critical loads for Rixton Clay Pits SAC have been obtained from the Air Information Pollution Service (www.apis.ac.uk). There is no appropriate critical load data for standing open water (key habitat for great crested newts).</p> <p>The total deposition for 2005 was 15.82 kg N ha⁻¹yr⁻¹ and the calculated deposition for 2020 is 10.64 kg N ha⁻¹yr⁻¹. The total deposition of nitrogen is expected to decrease between 2005 and 2020.</p> <p>The contribution to the deposition total from vehicular traffic was 26.5% (3.92 kg) in 2005 and is expected to reduce to 14.4%</p>	<ul style="list-style-type: none"> ▪ Knutsford Key Service Centre – approx 1700 dwellings and 1000 jobs. <p><u>Cheshire West</u></p> <ul style="list-style-type: none"> ▪ Northwich – 2068 dwellings, 50ha employment land; and ▪ Winsford - 2068 dwellings, 50ha employment land. <p>Should the Core Strategies achieve these growth targets, this will likely result in a significant increase in traffic using the local road and motorway network. However, the most significant effects are likely to be experienced on the motorway network. As nitrogen deposition levels are considered to significantly reduce with distance from the source (to background levels at a distance of 200m) and Rixton Clay Pits is significantly more than 200m from the strategic road network (approximately 2km away), it is highly unlikely that adverse air quality effects will occur. Whilst such traffic increases can be more easily attributed to growth in Warrington (due to the proximity of Rixton Clay Pits SAC to Warrington together with the transport modelling undertaken by Warrington Council), it is a lot more difficult to ascertain how development growth in the surrounding authority areas will affect the strategic road network (and subsequently affect the SAC) as much of this development is significantly further away (up to a distance of approximately 45km).</p> <p>There remains a potential cumulative adverse effect on the SAC due to a cumulative increase in traffic travelling along the A57 immediately south of the</p>

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	<p>(1.39 kg) in 2020.</p> <p>Policies MP8 and MP9 of the Core Strategy support sustainable waste management and the use of recycled and secondary waste. Any sites required to be allocated for waste management and mineral workings will be identified in a separate Development Plan Document.</p> <p>Waste and mineral sites have the potential to affect air quality of Rixton Clay Pits SAC through an increase in vehicles using the strategic road network (nitrogen deposition). However, as no definitive sites have been identified it is not possible to assess the nature of any potential effects. See Section 6 for details of mitigation measures (transport improvement measures and requirements for HRA and EIA).</p>	<p>SAC.</p> <p>Increased Use of Public Transport Policies T1 and T3 of the Salford CS, Policy L4 of the Trafford CS and Policy CP7 of the Wigan CS commit to improvements to accessibility and the public transport system with particular regard to rail and bus services.</p> <p>Any increase in the use of public transport is likely to be immediately offset (at least once over and more likely several times over) by an overall reduction of vehicles on the road network. For example, an additional bus carrying 20 passengers (who otherwise would have travelled by car) will significantly reduce the cumulative nitrogen dioxide emissions.</p> <p>Other Air Quality Effects The main waste and minerals sites with the potential to have adverse effects on air quality are as follows:</p> <p><u>Waste</u></p> <ul style="list-style-type: none"> ▪ <i>Whitehead Landfill Extension (66ha) approximately 2km from Astley and Bedford Mosses;</i> ▪ <i>Carrington Business Park;</i> ▪ <i>Carrington A;</i> ▪ <i>Carrington B; and</i> ▪ <i>Various waste sites in Cheshire East and Cheshire West.</i> <p><u>Minerals</u></p> <ul style="list-style-type: none"> ▪ <i>Gravel search areas on the Warrington/Wigan border, Warrington/Salford border and Warrington/Trafford border approximately 2km from the SAC at the closest point.</i>

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		<p>All of the sites have the potential to increase HGV traffic on the motorway network for the movement of waste to and from site particularly those closest to the SAC (those in italics above). However, traffic flows and specific contributions to waste movements from growth in Warrington are difficult to predict; in addition traffic flows will also utilise other parts of the motorway network well outside of Warrington’s administrative boundary. Increases in HGV traffic and associated reductions in air quality are likely to be significantly less than those modelled for Warrington’s overall growth.</p> <p>The Appropriate Assessment Report of the Greater Manchester Joint Waste Development Plan Document (JWDPD) (Scott Wilson, December 2010) states that there are no pathways for any of the waste sites identified in the DPD to have adverse effects on Rixton Clay Pits SAC.</p> <p>The Habitats Regulations Assessment Screening (Stage 1) Report of the Greater Manchester Minerals DPD concludes that none of the policies are likely to result in any adverse effects on the integrity of Rixton Clay Pits SAC.</p> <p>There are no HRA Stage 1 or 2 Reports available for the Cheshire Replacement Waste Local Plan or the Cheshire Replacement Minerals Local Plan. However, there are unlikely to be adverse effects on Rixton Clay Pits SAC due to the distance between them and the lack of a viable pathway.</p>

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		<p><u>Airport Improvements</u> Policy T8 of the Salford CS and Policy CS17 of the Halton CS propose improvements to Manchester City Airport (new runway) and Liverpool John Lennon Airport (runway extension) respectively. This will improve capacity and increase flight turnarounds which will potentially have adverse effects on air quality through pollution from planes and cars using the motorway network to arrive at and leave the airports. Both developments will only be supported by the Council if, amongst other requirements, it can be demonstrated that there will be no negative air quality effects. This will be of particular importance for airplane engine emissions as they have the potential to disperse across a wider area than car emissions. Environmental Impact Assessment and Habitats Regulations Assessments will be required to accompany any planning applications for these developments.</p> <p><u>Parkside Strategic Rail Freight Interchange</u> A Stage 1 HRA screening report was undertaken in August 2008; the report concluded that the development was highly unlikely to result in any significant effects on the habitats of the great crested newts present on Rixton Clay Pits.</p>
4f	Recreational pressures	Recreational pressures are possible, especially where there is an increase in housing and employment development close to the sites. Policy ST10 of the Salford UDP and Policy AT1 of the Warrington LTP3 promote the provision of Borough-wide recreational facilities including recreational routes between the urban areas and the countryside. Although such provision would likely increase the accessibility to the Rixton Clay Pits SAC, it would also increase accessibility to other areas of open

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		<p>and green space in the Borough away from the SAC.</p> <p>There are no strategic development sites in the Warrington CS close to the mosses; however, there is housing development proposed in Wigan (East Lancs Road Corridor, Garret Hall, East of Atherton) and Trafford (Partington Regeneration Area) close to the Mosses which could increase recreational pressures. However, Policy SP5 of the Wigan CS identifies a large area north to south through the core of the Borough as the 'Greenheart' which will be developed into a high quality countryside park; this will more likely attract the local population and reduce the likelihood of using the mosses. Policy GB3 of the Salford CS promotes the establishment of the Chat Moss Heartland to help restore the lowland raised bogs habitat and allow informal and well managed recreation opportunities.</p> <p>Policy MP3 (Active Travel) of the Warrington CS states that an integrated network of routes for walking and cycling will be developed. Policy CS5 (Strategic Green Links) and QE3 (Green Infrastructure) of the Warrington CS highlights a strategic approach to green infrastructure to ensure the existing network of green spaces (and the links between them) is maintained and improved to ensure that biodiversity is protected whilst ensuring accessibility. Warrington already has excellent areas of green spaces such as Walton Gardens, Victoria Park, Sankey Valley Park and Risley Moss (also a Local Nature Reserve) which are envisaged to continue to attract visitors throughout the plan period. Warrington Borough Council owns and manages the site, and has a ranger based on-site. The site will continue to be appropriately managed to ensure that recreational pressures do not result in adverse effects to the habitat. No adverse effects from recreational pressures are anticipated.</p>	
5	Potential changes (either alone or in combination) to the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
5a	Habitat or species fragmentation	N/A	
5b	Reduction in habitat/species density	A decrease in water quality as a result of a reduction in air quality could have an impact on great crested newts living in the many ponds. The likelihood of this impact is greatly reduced with the distance from the SAC of the projects.	
5c	Disturbance to species	See 4f.	See 4f.

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6	<p>Mitigation measures/existing provisions in Warrington CS and LTP3</p>	<p>Air Quality Air pollution data from the APIS suggests that nitrogen deposition will decrease over time and the percentage and quantity contribution of vehicular traffic to nitrogen deposition will decrease over time. Any increase in traffic at Rixton Clay Pits and more specifically along the A57 would largely result from development in Warrington, Trafford and Salford. The Core Strategy and Third Local Transport Plan set out a number of policies which help to reduce traffic generation and dependency on the car as follows:</p> <ul style="list-style-type: none"> ▪ Ensure that major new developments are located where good access to public transport is available or can be readily provided, backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car; ▪ Ensure safe and sustainable access for all, particularly by public transport, between homes and employment and a range of services and facilities (such as retail, health, education, and leisure) will be promoted, and will influence locational choices and investment decisions; ▪ Aim to secure improvements to transport infrastructure in partnership with operators and delivery partners including rail operators and Network Rail. The Council and station operators will consider making additional provision for car parking at railway stations, so as to promote maximum use of the rail network. ▪ Aim to reduce private car use through the introduction of ‘smarter choices’ (including travel plans, safer routes to school, car pooling, car sharing schemes, car clubs and park and ride schemes, the availability of real time travel information and integrated ticketing) and other incentives to change travel behaviour; ▪ Park and ride facilities should be located, designed and managed so as not to give rise to significant adverse impact on the adjacent highway network or the quality of the local environment, including public enjoyment of the countryside and established rights of way; ▪ Encourage walking and cycling for both utility and recreation on existing routes by making roads and other routes safer, convenient, and more enjoyable for walking and cycling and increase the functionality of Green Infrastructure to facilitate walking and cycling where appropriate ▪ Promote improvement schemes at Central Station and Bank Quay railway stations and improve linkages to them and local railway stations, at Padgate, Birchwood, Sankey for Penketh, Glazebrook and potentially Chapelford, by improving integration with bus services, and enhancing pedestrian approaches and accessibility and ensuring appropriate parking facilities ▪ Consider the effective reallocation of road space in favour of public transport, pedestrians and

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		<p>cyclists alongside parking charges, enforcement and provision and other fiscal measures, including road user charging;</p> <ul style="list-style-type: none"> ▪ Make greater use of on-street parking controls and enforcement; ▪ Incorporate maximum parking standards for various land use categories and define areas where more restrictive standards should be applied; and ▪ Support development that secures more sustainable movement of freight. <p>The Council’s planning and environmental protection teams will typically require air quality assessments to be undertaken for developments that may have an adverse effect on air quality. Such reports will be required to demonstrate that they do not have any adverse air quality effects, or such effects can be sufficiently mitigated for, monitored and controlled.</p> <p>The vast majority of new vehicles on the road generally emit fewer emissions than older vehicles. This has become more apparent over the last 5 years as the car industry has responded to increasing climate change (carbon reduction) pressures and in increase in demand for more fuel efficient and cost-effective means of car travel. This trend is likely to increase in the future as electric vehicles will become more prevalent (as they continue to receive government subsidies) and other cleaner technologies (such as hydrogen) are advanced.</p> <p>Policies CS3 (Transport), MP3 (Active Travel), MP4 (Public Transport) state a commitment to improve all aspects of the public transport network including pedestrian and cycle routes, improved interchange facilities at key stations and support of a national high speed rail service. The Arpley Chord infrastructure project (see Warrington CS Policy CS10) will increase the ability for freight to use the rail network which will help to reduce the quantity of road-based freight.</p> <p>Recreation</p> <p>Policies SP5 of the Wigan CS and GB3 (Salford CS) promote the Wigan Greenheart and Chat Moss Heartland which will help to reduce recreational pressures. Policies CS5 (Strategic Green Links) and QE3 (Green Infrastructure) of the Warrington CS will ensure that facilities are accessible on a Borough wide basis. Policy IW2 (Victoria Park Area) and Policy CC3 (Walton Hall Estate) will also reduce recreational pressures as outdoor facilities are promoted at areas including the Trans Pennine Trail, Victoria Park, Sankey Valley Park, Rixton Clay Pits and parks at Peel Hall, Padgate, Bruche and Woolston). Warrington already has excellent areas of green spaces such as Walton Gardens, Victoria</p>

RIXTON CLAY PITS SAC (SAC Code UK 0030265 – Site Area 14ha)		
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		<p>Park, Sankey Valley Park and Risley Moss (also a Local Nature Reserve) which are envisaged to continue to attract visitors throughout the plan period.</p> <p>Rixton Clay Pits will continue to be managed by Warrington Borough Council to ensure that recreational pressures can be appropriately managed to ensure a healthy balance between recreation and biodiversity.</p> <p>General All developments will be required to submit appropriate information at the planning application stage; larger developments will likely be required to submit supporting assessments to demonstrate no adverse environmental effects. Such assessments may include air quality assessments, hydrology, flood risk assessments and transport assessments and may also be a statutory requirement under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999 (See also Section 7 below). Drainage is also a key consideration; SUDS are usually a standard consideration requested by the Environment Agency to ensure water is managed appropriately (as close to the source as possible is the preferred method) during construction and operation of the development. Policy QE6 of the Warrington CS requires developers to consider the potential for environmental effects and requires detailed assessments to be undertaken as appropriate. Policy QE4 of the Warrington CS details the requirement for Flood Risk Assessments and preference for the use of SUDS in areas of flood risk.</p> <p>Transport Management Plans are a national requirement where transport assessments indicate that developments are likely to result in a significant increase in traffic on the road network which will subsequently need to be managed. Policy MP7 of the Warrington CS requires all developers to demonstrate that development will not have any significant effects on highway safety or capacity; Transport Assessments, Transport Statements and Travel Plans must be produced where appropriate and in accordance with national guidance.</p> <p>Natura 2000 sites are protected by law via Directive 92/43/EEC ‘Conservation of Natural Habitats and Wild Flora and Fauna’ (known as the ‘Habitats Directive’). As such individual applications for development (particularly the larger strategic development sites) will be required to comply with the Habitats Directive to demonstrate that Natura 2000 sites will not be adversely affected (see also Section 7 below). Policy QE5 of the Warrington CS states that proposals which may affect Natura</p>

RIXTON CLAY PITS SAC (SAC Code UK 0030265 – Site Area 14ha)		
Ref	Issue	Assessment
		<p>2000 sites will be subject to rigorous examination in accordance with the Habitats Directive to ensure the integrity of such sites is not adversely affected.</p> <p>Development briefs for all large allocated development sites will be produced to guide developers as to the most appropriate manner in which to develop sites. This will also include all constraints on site (such as environmental constraints) which should be considered during the development of detailed design proposals and supporting information to accompany planning applications. Cross reference will also be made to any requirements for EIA and HRA (see also Section 7 below).</p> <p>Construction Management Plans and Environmental Management Plans are a standard requirement for larger development schemes (controlled via planning condition) to demonstrate that construction methods will ensure that temporary environmental effects can be appropriately mitigated and controlled e.g. dust management techniques, pollution prevention control measures etc.</p>
7	Suggested amendments to Warrington CS and LTP3.	<p>Recreation and Open Space It is recommended that consideration is given to the inclusion of a policy detailing the requirement for open space provisions from developers for new housing development. For example, the policy could require the direct provision of opens space or a commuted sum payment secured by a section 106 agreement. Such provision could be dependent upon the current provision (in terms of quantity, type or both) of open space in settlements/areas. For larger strategic sites identified in the Core Strategy, the provision of open and recreational space would be expected to also be included in development briefs (see Section 6 above and ‘Environment and Amenity Protection’ below).</p> <p>Environment and Amenity Protection Policy QE6 of the Warrington CS states that development will only be supported where it will not result in adverse effects on the environment of local amenity. The Council will consider the integrity of flood defences, quality of water bodies, groundwater resources, air quality, noise and vibration levels, light pollution, overlooking, overshadowing and loss of privacy, and effects on highway safety and capacity.</p> <p>The policy should be expanded to also include the consideration of effects on landscape, biodiversity and the historic environment. This policy should also be linked to ‘Environmental Impact Assessment’.</p>

RIXTON CLAY PITS SAC (SAC Code UK 0030265 – Site Area 14ha)		
Ref	Issue	Assessment
		<p>Environmental Impact Assessment Specific policy required regarding the need for all applicants to consider whether the EIA Regulations are applicable for all relevant development proposals.</p> <p>European Protected Sites Policy QE5 states that developments will not be permitted where they are likely to have adverse effects on the integrity of Natura 2000 sites. Specific reference in the policy should be made to the Habitats Directive and Natural England’s Standing Advice for Protected Species.</p> <p>Development Briefs Specific policy required stating that development briefs for all large allocated development sites will be produced as part of the supporting Development Plan Documents (DPDs) to guide developers as to the most appropriate manner in which to develop sites including required services and infrastructure and consideration of additional facilities such as open space and community facilities. The development briefs will also include all constraints on site (such as environmental constraints) which should be considered during the development of detailed design proposals and supporting information to accompany planning applications. Cross reference will also be made to any requirements for EIA and HRA.</p>
8	Summary as to the overall significance of effects after mitigation measures have been implemented.	No significant adverse effects on the nature conservation interests of Rixton Clay Pits SAC are anticipated.

WEST MIDLAND MOSSES SAC (SAC Code UK0013595 – Site Area 184ha)

Ref	Issue	Assessment
1a	Qualifying feature(s) of site	<i>Annex I Habitat</i> Natural dystrophic lakes and ponds. Transition mires and quaking bogs. Bog woodland.
1b	Conservation objectives of site	To maintain, in a favourable condition, the Annex I habitats consisting of: the natural dystrophic lakes and ponds; the transition mires and quaking bogs; and the bog woodland.
1c	Environmental conditions sustaining integrity of site/species/habitats	Distribution of community. Sediment quantity and quality. Water quality. Maintenance of water quantity and levels. Air quality.
2	SSSI Condition	Sites more likely to be adversely affected (within 15km search area of WBC administrative boundary): Oak Mere – 100% unfavourable recovering. Abbots Moss – 100% favourable.
3	Element(s) of plan(s) likely to give rise (either alone or in combination) to adverse effects on Natura 2000 site	<p>Oak Mere and Abbots Moss making up the West Midland Mosses SAC are both outside Warrington’s administrative boundary. Oak Mere (68.77ha) and Abbots Moss (24.7ha) are approximately 12km south of WBC’s southern boundary (approximately 6km southwest of Northwich). Both sites are also designated as Ramsar sites as part of the Midland Meres and Mosses Phase 1.</p> <p>There is the potential for an increase in recreational pressures arising from population growth in Warrington; however this is highly unlikely to be of any significance due to the distance from Warrington and the availability of other recreational facilities closer to Warrington. Such recreational pressures are highly unlikely to result in regular visits that can be attributed to growth in Warrington; Abbots Moss is owned and managed by Cheshire Wildlife Trust and the site will continue to be appropriately managed to ensure that recreational pressures do not result in adverse effects to the habitats.</p> <p>Potential changes in air quality resulting from an increase in development outlined in the WBC Core Strategy (largely housing, employment and retail) to accommodate projected population growth. Potential effects will largely arise from an increase in traffic with more significant effects resulting from the increased use of the strategic road network in the vicinity – the A54 and the A49). Increases in</p>

WEST MIDLAND MOSSES SAC (SAC Code UK0013595 – Site Area 184ha)

Ref	Issue	Assessment	
		<p>the deposition of pollutants such as nitrogen dioxide and particulates may have adverse effects upon the habitats present on site especially the raised bog and sphagnum species.</p> <p>The projected growth in Warrington for the period between 2006 and 2027 is to accommodate a minimum of 10,500 new homes and 277 hectares of employment land. The vast majority of this target is to be met through larger strategic and key housing and employment sites with 60% of all new residential development to be located in the 'Inner Warrington' area.</p> <p>Potential changes in air quality resulting from development outline in other plans and projects including housing, employment, minerals and waste sites and transport proposals.</p>	
4	Source/Pathway of likely direct, indirect or secondary effects of the project(s) (either alone or in combination) on the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
4a	Direct land take	N/A.	N/A.
4b	Proximity effects		
4c	Water abstraction		
4d	Water discharges	N/A.	<p>Policy RT19 of the Vale Royal Borough Local Plan identifies 2 sites at Fourways Quarry and Nunsmere, Sandiway for non-engined water sports and associated facilities (Fourways Quarry) and water skiing use and associated facilities (Nunsmere, Sandiway). These recreation areas are immediately adjacent Oak Mere and Abbots Moss.</p> <p>Although the Warrington CS and LTP3 will not have hydrological effects on Abbots Moss or Oak Mere and therefore there can not be any 'in combination' effects, a summary of the likely effects of other plans and projects is included here due to the proximity of these proposed</p>

WEST MIDLAND MOSSES SAC (SAC Code UK0013595 – Site Area 184ha)

Ref	Issue	Assessment	
			<p>tourist facilities and for completeness of information.</p> <p>The likely presence of groundwater pathways between the Nunsmere site and Abbots Moss means there is the potential for effects on water quality due to contamination from fuel spills during use of the site for water skiing. However, such potential effects to water quality would not be occurring in combination with any development arising from Warrington’s CS or LTP3 and would be occurring in isolation. In addition, Policy RT19 states that any proposals in these areas should be accompanied by an Ecological Management Plan; presumably one of the considerations of the management plan would be to demonstrate that water quality would not be compromised.</p> <p>See Sections 4e and 4f for potential effects to air quality and from recreational pressures respectively.</p>
4e	Air emissions	<p>Increase in Population and General Development Growth</p> <p>The likelihood of impacts from air emissions is greatly reduced with the distance from the SAC site of the potentially affected roads i.e. the magnitude of the changes in air quality seen in close proximity to affected roads will be much greater than those seen at a distance of more than 200m where pollutant levels can be expected to fall to background levels. This assessment level follows guidance in the Design Manual for Roads and Bridges (DMRB) Volume 11 Section 3 – Environmental Assessment</p>	<p>Increase in Population and General Development Growth</p> <p>Development growth (consisting mainly of strategic housing and employment sites) from all identified Core Strategy documents will result in an increase in the number of vehicles using the local road and motorway network. The main growth is as follows:</p> <ul style="list-style-type: none"> ▪ Halton – 9000 dwellings, 295ha of employment land, 57000m² of retail warehousing. ▪ Wigan – 1000 dwellings per year to 2026, 250ha of employment land. ▪ St Helens – 13680 dwellings, 46ha of employment land and the 85ha site at Parkside (Strategic Rail Freight Interchange). ▪ Salford – 33750 dwellings, a number of regionally

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	<p>Techniques.</p> <p>Abbots Moss and Oak Mere are adjacent the strategic road network, namely the A54 and A49. Therefore, development in Warrington has the potential to result in an increase in traffic using this part of the strategic road network which will likely result in a higher deposition rate of nitrogen dioxide at these sites.</p> <p>WBC has undertaken transport modelling for the possible development scenarios which could achieve the growth outlined in the Core Strategy. The modelling provides a good indication to ascertain likely effects of development growth on the road and motorway network (Warrington LDF Core Strategy Model Results Presentation 18th April 2011). However the modelling is limited to the motorway network and the strategic road network within Warrington.</p> <p>It is not possible to ascertain expected traffic increases on the strategic road network close to Oak Mere and Abbots Moss due to their distance from the M56 and M6 and their distance from Warrington’s administrative boundary. Increases in traffic flows on the A54 and A49 can be expected due to development</p>	<p>significant and sub-regionally significant employment sites comprising over 1 million m² of employment land.</p> <ul style="list-style-type: none"> ▪ Trafford – 11800 dwellings and employment land; ▪ Cheshire East – 1600 dwellings per year to 2025, average change in jobs of 950 per year. Key growth areas being Crewe and Macclesfield with major employment sites located at Crewe (Basford East and West – 98ha), Middlewich (MidPoint 18 – 53ha) and Macclesfield (22ha). ▪ Cheshire West – 20673 dwellings until 2021. 501ha of employment land across key areas of Ellesmere Port (60%), Chester (20%), Northwich (10%) and Winsford (10%). <p>Developments closer to Oak Mere and Abbots Moss (and with good links to the strategic road network that links them) are more likely to have the potential for adverse effects on air quality. The main housing and employment sites are as follows:</p> <p><u>Halton</u></p> <ul style="list-style-type: none"> ▪ East Runcorn – 2800 dwellings and 66ha employment land. <p><u>Wigan</u></p> <ul style="list-style-type: none"> ▪ East Lancs Road Corridor Housing Area; ▪ Garrett Hall – 28ha residential; ▪ East of Atherton – 45ha mixed use; and ▪ East Leigh Retail Site. <p><u>St Helens</u></p> <ul style="list-style-type: none"> ▪ Newton le Willows and Earlstown – 2736 dwellings;

WEST MIDLAND MOSSES SAC (SAC Code UK0013595 – Site Area 184ha)

Ref	Issue	Assessment
	<p>growth in Warrington; however, development in Cheshire West and Chester will be the major contributor to any such increase combined with growth in other neighbouring authority areas.</p> <p>In addition, it is not possible to determine the proportionate contribution to traffic increases arising from development in Warrington compared to development in other neighbouring authority areas.</p> <p>The nitrogen deposition totals and critical loads for the West Midland Mosses SAC have been obtained from the Air Information Pollution Service (www.apis.ac.uk). The critical load for dystrophic lakes and ponds and for transition mires and quaking bogs is 5-10 kg N ha⁻¹yr⁻¹.</p> <p><u>Dystrophic Lakes and Ponds</u> The total deposition for 2005 for Oak Mere/Abbots Moss was 16.051/15.695 kg N ha⁻¹yr⁻¹ and the calculated deposition for 2020 is 12.46/12.04 kg N ha⁻¹yr⁻¹. The critical load is therefore currently being exceeded; however, the total deposition of nitrogen is expected to decrease between 2005 and 2020.</p> <p>The contribution to the deposition total</p>	<ul style="list-style-type: none"> ▪ St Helens – 9850 dwellings; and ▪ M62 Corridor – 46ha employment land. <p><u>Salford</u></p> <ul style="list-style-type: none"> ▪ Irlam and Cadishead – 1250 dwellings; ▪ Barton Multi-Modal Freight Interchange; ▪ Media City UK – 170,000m² employment floorspace; ▪ Salford Central - 150,000m² employment floorspace; ▪ Greengate - 100,000m² employment floorspace; ▪ Ordsall Waterfront - 50,000m² employment floorspace; ▪ Cutacre - 100,000m² employment floorspace; and ▪ Barton - 400,000m² employment floorspace. <p><u>Trafford</u></p> <ul style="list-style-type: none"> ▪ Partington Regeneration Area – 850 dwellings; and ▪ Carrington Mixed Use – 52ha residential, 75ha employment. <p><u>Cheshire East</u></p> <ul style="list-style-type: none"> ▪ Key Service Centres (KSC) of Knutsford, Middlewich, Sandbach, Alsager and Nantwich – approx 1700 dwellings and 1000 jobs for each KSC; ▪ Crewe Principal Town – approx 2817 dwellings and 1673 jobs; ▪ Basford East and Basford West Major Employment Sites, Crewe - 43ha and 55ha of employment land; ▪ Mid-Point 18 Major Employment Site, Middlewich – 53ha of employment land. <p><u>Cheshire West</u></p> <ul style="list-style-type: none"> ▪ Ellesmere Port – 12404 dwellings, 301ha employment land;

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Ref	Issue	Assessment
	<p>from vehicular traffic for Oak Mere/Abbots Moss was 12.4%/12.8% in 2005 and is expected to reduce to 5.6%/5.9% in 2020. The proportionate contribution from vehicular traffic is expected to decrease between 2005 and 2020 in quantity as well as percentage.</p> <p><u>Transition Mires and Quaking Bogs</u> Site specific data is not available for Oak Mere and Abbots Moss; therefore, general data for the West Midland Mosses has been obtained.</p> <p>The total deposition for 2005 was 25.48 kg N ha⁻¹yr⁻¹ and the calculated deposition for 2020 is 24.22 kg N ha⁻¹yr⁻¹. The critical load is therefore currently being exceeded; however, the total deposition of nitrogen is expected to decrease between 2005 and 2020.</p> <p>The contribution to the deposition rate from vehicular traffic was 6.3% (1.54 kg) in 2005. There is no data for vehicular traffic contributions for 2020.</p>	<ul style="list-style-type: none"> ▪ Chester – 4135 dwellings, 100ha employment land; ▪ Northwich – 2068 dwellings, 50ha employment land; and ▪ Winsford - 2068 dwellings, 50ha employment land. <p>Should the Core Strategies achieve these growth targets, this will likely result in an increase in traffic using the local road and motorway network.</p> <p>There remains the potential for cumulative adverse air quality effects from an increase in traffic on the A54 and A49. However it is not possible to quantify the likely increase in nitrogen deposition rates on these roads without detailed transport modelling of development scenarios from all neighbouring authorities. This is difficult to ascertain as much of this development is significantly further away (up to a distance of approximately 30km). Any increases in traffic at Oak Mere and Abbots Moss would be likely to predominately result from development in Cheshire West and Chester rather than development elsewhere. The proportionate contribution to any potential traffic increases from development in Warrington is likely to be smaller than the contribution from Cheshire east development.</p> <p>Increased Use of Public Transport One of the strategic objectives of the Cheshire East CS and Policy T3 of the Vale Royal Borough Local Plan is to improve the provision of public transport and locate development close to areas with well established public transport.</p>

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Ref	Issue	Assessment
		<p>One of the spatial objectives of the Cheshire East CS and Policy T3 of the Vale Royal Borough Local Plan is to improve the provision of public transport and locate development close to areas with well established public transport.</p> <p>Any increase in the use of public transport is likely to be immediately offset (at least once over and more likely several times over) by an overall reduction of vehicles on the road network. For example, an additional bus carrying 20 passengers (who otherwise would have travelled by car) will significantly reduce the cumulative nitrogen dioxide emissions.</p> <p>Other Air Quality Effects The main waste and minerals sites with the potential to have adverse effects on air quality are as follows:</p> <p><u>Waste</u></p> <ul style="list-style-type: none"> ▪ Parkgate Industrial Estate; ▪ Cledford Lane, Middlewich; ▪ Clayhanger Hall Farm, Crewe; ▪ Kinderton Lodge, Middlewich; ▪ Lostock, Northwich; ▪ Winsford Industrial Estate; ▪ Pyms Lane, Crewe; ▪ Bumpers Lane, Chester; and ▪ Gowy Landfill, Wimbolds, Trafford. <p><u>Minerals</u></p> <ul style="list-style-type: none"> ▪ Several preferred extension areas to controlled brinefields and silica sand quarries east and west of the M6 in

WEST MIDLAND MOSSES SAC (SAC Code UK0013595 – Site Area 184ha)

Ref	Issue	Assessment
		<p>Cheshire East and Cheshire West.</p> <p>All of the sites have the potential to increase HGV traffic on the motorway network for the movement of waste to and from site. Traffic flows and specific contributions to waste movements from growth in Warrington are difficult to predict; in addition traffic flows will also utilise other parts of the motorway network well outside of Warrington’s administrative boundary. Increases in HGV traffic and associated reductions in air quality are likely to be significantly less than those modelled for Warrington’s overall growth.</p> <p>There are no HRA Stage 1 or 2 Reports available for the Cheshire Replacement Waste Local Plan or the Cheshire Replacement Minerals Local Plan. However, there are unlikely to be adverse effects on West Midland Mosses SAC due to the distance between them and the lack of a viable pathway.</p> <p><u>Tourist and Recreation Facilities</u></p> <p>Policy RT19 of the Vale Royal Borough Local Plan identifies 2 sites at Fourways Quarry and Nunsmere, Sandiway for non-engined water sports and associated facilities (Fourways Quarry) and water skiing use and associated facilities (Nunsmere, Sandiway). These recreation areas are immediately adjacent Oak Mere and Abbots Moss. There is likely to be an increase in traffic on the strategic road network close to these sites (the A54 and the A49). There is the potential for additional recreational pressures and effects on the hydrological regime (see Sections 4d</p>

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Ref	Issue		Assessment
4f	Recreational pressures	N/A.	<p>and 4f for further details).</p> <p>Policy RT19 of the Vale Royal Borough Local Plan identifies 2 sites at Fourways Quarry and Nunsmere, Sandiway for non-engined water sports and associated facilities (Fourways Quarry) and water skiing use and associated facilities (Nunsmere, Sandiway). These recreation areas are immediately adjacent Oak Mere and Abbots Moss. The Cheshire West and Chester Core Strategy supports the maximisation of the tourism potential of the waterways which could also increase recreational pressures on these sites.</p> <p>Although the Warrington CS and LTP3 will not have additional recreational pressures on Abbots Moss or Oak Mere and therefore there can not be any 'in combination' effects, a summary of the likely effects of other plans and projects is included here due to the proximity of these proposed tourist facilities and for completeness of information.</p> <p>These sites will actively encourage visitors to the area; it would be a fair assumption to expect a small proportion of these visitors to also visit Abbots Moss and/or Oak Mere. However, such these additional recreational pressures would not be occurring in combination with any recreational pressures arising from Warrington's CS or LTP3 and would be occurring in isolation. In addition, Abbots Moss is owned and managed by Cheshire Wildlife Trust and the site will continue to be appropriately managed to ensure that recreational pressures do not result in adverse effects to the habitats. No adverse effects from recreational pressures are anticipated. See</p>

WEST MIDLAND MOSSES SAC (SAC Code UK0013595 – Site Area 184ha)

Ref	Issue	Assessment	
			Sections 4d and 4e for potential effects from water discharges and air quality respectively.
5	Potential changes (either alone or in combination) to the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
5a	Habitat or species fragmentation	N/A.	N/A.
5b	Reduction in habitat/species density	There is a potential effect on health of the wide range of habitats present including the raised bog which is particularly vulnerable to changes in air quality. The likelihood of this impact is greatly reduced with the distance from the SAC of proposed developments/growth areas.	
5c	Disturbance to species	N/A.	N/A.
6	Mitigation measures/existing provisions in Warrington CS and LTP3	<p>Air Quality Air pollution data from the APIS indicates that the site is currently exceeding its nitrogen deposition critical load for dystrophic lakes and ponds and transition mires and quaking bogs. The data also suggests that nitrogen deposition will decrease over time and the percentage and quantity contribution of vehicular traffic to nitrogen deposition will decrease over time. The distance of Oak Mere and Abbots Moss outside of Warrington’s boundary would suggest that air quality effects from transport increases would not be as significant as within Warrington itself. Any increase in traffic at Oak Mere and Abbots Moss would largely result from development in Cheshire West and Chester; however, the A49 is a strategic corridor into Warrington and it would be reasonable to expect development in Warrington to contribute to traffic increases close to Oak Mere and Abbots Moss. The Core Strategy and Third Local Transport Plan set out a number of policies which help to reduce traffic generation and dependency on the car as follows:</p> <ul style="list-style-type: none"> ▪ Ensure that major new developments are located where good access to public transport is available or can be readily provided, backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car; ▪ Ensure safe and sustainable access for all, particularly by public transport, between homes and employment and a range of services and facilities (such as retail, health, education, and leisure) will be promoted, and will influence locational choices and investment decisions; 	

WEST MIDLAND MOSSES SAC (SAC Code UK0013595 – Site Area 184ha)

Ref	Issue	Assessment
		<ul style="list-style-type: none"> ▪ Aim to secure improvements to transport infrastructure in partnership with operators and delivery partners including rail operators and Network Rail. The Council and station operators will consider making additional provision for car parking at railway stations, so as to promote maximum use of the rail network. ▪ Aim to reduce private car use through the introduction of ‘smarter choices’ (including travel plans, safer routes to school, car pooling, car sharing schemes, car clubs and park and ride schemes, the availability of real time travel information and integrated ticketing) and other incentives to change travel behaviour; ▪ Park and ride facilities should be located, designed and managed so as not to give rise to significant adverse impact on the adjacent highway network or the quality of the local environment, including public enjoyment of the countryside and established rights of way; ▪ Encourage walking and cycling for both utility and recreation on existing routes by making roads and other routes safer, convenient, and more enjoyable for walking and cycling and increase the functionality of Green Infrastructure to facilitate walking and cycling where appropriate ▪ Promote improvement schemes at Central Station and Bank Quay railway stations and improve linkages to them and local railway stations, at Padgate, Birchwood, Sankey for Penketh, Glazebrook and potentially Chapelford, by improving integration with bus services, and enhancing pedestrian approaches and accessibility and ensuring appropriate parking facilities ▪ Consider the effective reallocation of road space in favour of public transport, pedestrians and cyclists alongside parking charges, enforcement and provision and other fiscal measures, including road user charging; ▪ Make greater use of on-street parking controls and enforcement; ▪ Incorporate maximum parking standards for various land use categories and define areas where more restrictive standards should be applied; and ▪ Support development that secures more sustainable movement of freight. <p>The Council’s planning and environmental protection teams will typically require air quality assessments to be undertaken for developments that may have an adverse effect on air quality. Such reports will be required to demonstrate that they do not have any adverse air quality effects, or such effects can be sufficiently mitigated for, monitored and controlled.</p> <p>The vast majority of new vehicles on the road generally emit fewer emissions than older vehicles. This</p>

WEST MIDLAND MOSSES SAC (SAC Code UK0013595 – Site Area 184ha)

Ref	Issue	Assessment
		<p>has become more apparent over the last 5 years as the car industry has responded to increasing climate change (carbon reduction) pressures and in increase in demand for more fuel efficient and cost-effective means of car travel. This trend is likely to increase in the future as electric vehicles will become more prevalent (as they continue to receive government subsidies) and other cleaner technologies (such as hydrogen) are advanced.</p> <p>General All developments will be required to submit appropriate information at the planning application stage; larger developments will likely be required to submit supporting assessments to demonstrate no adverse environmental effects. Such assessments may include air quality assessments, hydrology, flood risk assessments and transport assessments and may also be a statutory requirement under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999 (See also Section 7 below). Drainage is also a key consideration; SUDS are usually a standard consideration requested by the Environment Agency to ensure water is managed appropriately (as close to the source as possible is the preferred method) during construction and operation of the development. Policy QE6 of the Warrington CS requires developers to consider the potential for environmental effects and requires detailed assessments to be undertaken as appropriate. Policy QE4 of the Warrington CS details the requirement for Flood Risk Assessments and preference for the use of SUDS in areas of flood risk.</p> <p>Transport Management Plans are a national requirement where transport assessments indicate that developments are likely to result in a significant increase in traffic on the road network which will subsequently need to be managed. Policy MP7 of the Warrington CS requires all developers to demonstrate that development will not have any significant effects on highway safety or capacity; Transport Assessments, Transport Statements and Travel Plans must be produced where appropriate and in accordance with national guidance.</p> <p>Natura 2000 sites are protected by law via Directive 92/43/EEC 'Conservation of Natural Habitats and Wild Flora and Fauna' (known as the 'Habitats Directive'). As such individual applications for development (particularly the larger strategic development sites) will be required to comply with the Habitats Directive to demonstrate that Natura 2000 sites will not be adversely affected. Policy QE5 of the Warrington CS states that proposals which may affect Natura 2000 sites will be subject to rigorous examination in accordance with the Habitats Directive to ensure the integrity of such sites is not</p>

WEST MIDLAND MOSSES SAC (SAC Code UK0013595 – Site Area 184ha)

Ref	Issue	Assessment
		<p>adversely affected.</p> <p>Development briefs for all large allocated development sites will be produced to guide developers as to the most appropriate manner in which to develop sites. This will also include all constraints on site (such as environmental constraints) which should be considered during the development of detailed design proposals and supporting information to accompany planning applications. Cross reference will also be made to any requirements for EIA and HRA.</p> <p>Construction Management Plans and Environmental Management Plans are a standard requirement for larger development schemes (controlled via planning condition) to demonstrate that construction methods will ensure that temporary environmental effects can be appropriately mitigated and controlled e.g. dust management techniques, pollution prevention control measures etc including drainage arrangements.</p>
7	<p>Suggested Amendments to Warrington CS and LTP3.</p>	<p>No additional recreational pressures on Abbots Moss and Oak Mere are considered likely to arise as a result of population growth and development in Warrington. Therefore no amendments in relation to recreational pressures are proposed.</p> <p>The Core Strategy and Third Local Transport Plan contain a number of policies that are considered to help to reduce traffic generation and dependency on the car.</p> <p>European Protected Sites Policy QE5 states that developments will not be permitted where they are likely to have adverse effects on the integrity of Natura 2000 sites. Specific reference in the policy should be made to the Habitats Directive and Natural England’s Standing Advice for Protected Species.</p>
8	<p>Summary as to the overall significance of effects after mitigation measures have been implemented.</p>	<p>No significant adverse effects on the nature conservation interests of the West Midland SAC are anticipated.</p>

RIVER DEE AND LAKE BALA SAC (SAC Code UK00302052 – Site Area 1309ha)

Ref	Issue	Assessment
1a	Qualifying feature(s) of site	<p><i>Annex I Habitats</i> Water courses of plain to montane levels with the water-crowfoot (<i>Ranunculus fluitantis</i>) and water-starwort (<i>Callitriche-Batrachion</i>) vegetation. <i>Tilio-Acerion</i> forests of slopes, screes and ravines. Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles. Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>).</p> <p><i>Annex II Species</i> Atlantic salmon (<i>Salmo salar</i>) Floating water-plantain (<i>Luronium natans</i>) Sea lamprey (<i>Petromyzon marinus</i>) Brook lamprey (<i>Lampetra planeri</i>) River lamprey (<i>Lampetra fluviatilis</i>) Bullhead (<i>Cottus gobio</i>) Otter (<i>Lutra lutra</i>)</p>
1b	Conservation objectives of site	<p>To maintain in a favourable condition the water courses of plain to montane levels with the <i>Ranunculus fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation.</p> <p>To maintain, in favourable condition, habitats for the populations of Atlantic salmon, bullhead, brook lamprey, river lamprey, sea lamprey, otter and floating water-plantain.</p>
1c	Environmental conditions sustaining integrity of site/species/habitats	<p>Maintenance of water quality esp. agricultural run-off. Maintenance of flow, esp. minimum low flow. Riparian habitat conditions. Channel habitats and connectivity. Minimisation of invasive species. Salmon management at sea.</p>
2	SSSI Condition	63% favourable, 37% unfavourable.
3	Element(s) of plan(s) likely to give rise (either alone or in combination)	Potential for impacts resulting from increased water requirements from population growth and development detailed in the Core Strategy documents (including cumulative impacts resulting from population growth and development in neighbouring authorities. Such development will likely result

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	<p>to adverse effects on Natura 2000 site</p>	<p>in an increase in abstractions which could affect water levels and flow in the River Dee and Lake Bala SAC. This could subsequently have adverse effects upon habitats and species supported by the water – issues of low flow and associated problems with water quality (temperature and nutrient %) are theoretically possible.</p> <p>The Dee Catchment Abstraction Management Strategy (March 2008) states that the River Dee is generally over licensed for abstraction and water is unlikely to be available during low flows in 2014 and 2020. Approximately half of water supplied by private water companies goes to households whilst approximately a third goes to commercial, industrial and agricultural users. Therefore, development growth over the next 10-15 years has the potential to result in significant abstraction pressures on the River Dee. Development growth is summarised as follows:</p> <p>Development Growth in Warrington Core Strategy</p> <p>The projected growth in Warrington for the period between 2006 and 2027 is to accommodate a minimum of 10,500 new homes and 277 hectares of employment land. The vast majority of this target is to be met through larger strategic and key housing and employment sites with 60% of all new residential development to be located in the ‘Inner Warrington’ area.</p> <p>Development Growth from Other Strategies</p> <p>Development growth (consisting mainly of strategic housing and employment sites) from all identified Core Strategy documents will result in an increase in the number of vehicles using the local road and motorway network. The main growth is as follows:</p> <ul style="list-style-type: none"> ▪ Halton – 9000 dwellings, 295ha of employment land, 57000m² of retail warehousing. ▪ Wigan – 1000 dwellings per year to 2026, 250ha of employment land. ▪ St Helens – 13680 dwellings, 46ha of employment land and the 85ha site at Parkside (Strategic Rail Freight Interchange). ▪ Salford – 33750 dwellings, a number of regionally significant and sub-regionally significant employment sites comprising over 1 million m² of employment land. ▪ Trafford – 11800 dwellings and employment land; ▪ Cheshire East – 1600 dwellings per year to 2025, average change in jobs of 950 per year. Key growth areas being Crewe and Macclesfield with major employment sites located at Crewe (Basford

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		East and West – 98ha), Middlewich (MidPoint 18 – 53ha) and Macclesfield (22ha). ■ Cheshire West – 20673 dwellings until 2021. 501ha of employment land across key areas of Ellesmere Port (60%), Chester (20%), Northwich (10%) and Winsford (10%).	
4	Source/Pathway of likely direct, indirect or secondary effects of the project(s) (either alone or in combination) on the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
4a	Direct land take	N/A.	N/A.
4b	Proximity effects	N/A.	N/A.
4c	Water abstraction	<p>The secure provision of a water supply is not the statutory responsibility of Warrington Borough Council or any other Local Authority; the responsibility lies with the water companies as statutory undertakers for the provision of water. The abstraction of water to provide a water supply is also heavily regulated by the Environment Agency (EA). It is extremely unlikely that the policies of the Core Strategies (and their associated population growth and development) will result in any direct effects on the conservation interests of the River Dee and Lake Bala SAC as abstraction licences are required for any abstractions greater than 20m³ per day. The EA will only grant abstraction licences when they are satisfied that such abstraction will not have any adverse environmental effects on the nature conservation interests of the SAC under the Habitats Regulations and will include consideration of abstraction effects during periods of low flow in the drier summer months. Supporting environmental information is usually requested by the EA to accompany applications for abstraction licences. For abstraction licences, two parts of the Regulations apply: The review of all existing abstraction licences issued prior to 2000; referred to as the Habitats Directive Review of Consents (HD RoC); and an assessment of new licence applications (Regulation 48).</p> <p>It is not considered appropriate to consider the effects of water abstraction from Warrington’s Core Strategy in isolation since water supply by the water companies is not considered on the basis of administrative boundaries. To ensure a consistent assessment approach, consideration has also been given to the HRA Stage 2 documents undertaken for neighbouring authorities where effects of water abstraction have been assessed, namely the HRA Stage 2 documents undertaken by URS Scott</p>	

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		<p>Wilson Ltd for the Halton Core Strategy and St Helens Core Strategy.</p> <p>United Utilities is the principal water provider for Warrington and such provision is covered by the Integrated Resource Zone which serves 6.5 million people in South Cumbria, Lancashire, Greater Manchester, Merseyside and most of Cheshire. The United Utilities Water Resource Management Plan (September 2009) states that the water available for use in the Integrated Resource Zone is expected to reduce by 24.8 MI/d between 2009/10 and 2014/15. Without water source enhancements, leakage reduction and water efficiency measures, the initial supply demand balance for 2024/2025 is estimated to be 7.1 MI/d.</p> <p>United Utilities plan to maintain an adequate supply-demand balance for the Integrated Zone to 2035 comprises 'baseline' and 'enhanced' plans. Baseline plans are as follows:</p> <ul style="list-style-type: none"> ▪ The construction of a bi-directional pipeline due to be operational by 2011, known as the 'West-to-East Link', between Merseyside and Manchester. This will help to maintain adequate supplies to Greater Manchester and Merseyside if there is a need to temporarily reduce supply from a major reservoir, for example due to maintenance work or drought conditions. This will be an enhancement to the supply network to further increase the integration and flexibility of the supply within the Integrated Zone; ▪ Maintain current leakage levels; ▪ Help customers save 9 MI/d by 2014/15 (increasing later on to 12 MI/d), through a base service water efficiency programme; ▪ Achieve a water demand reduction of 10 MI/d in a dry year by 2014/15 (increasing to 22 MI/d by 2034/35) by household customers expect to opt for metering; and ▪ Non-household customers in the Integrated Resource Zone are expected to reduce water demand by 90 MI/d by 2014/15 (141 MI/d by 2034/35) due to the effects of the economic downturn and as part of their continuing water efficiency programmes. <p>Enhanced plans are as follows:</p> <ul style="list-style-type: none"> ▪ Further reducing leakage by 23 MI/d by 2034/35. ▪ A programme of economic water efficiency measures to save 4 MI/d by 2034/35.

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		<p>▪ Implementing water source enhancements of 48 Ml/d by 2034/35.</p> <p>It is clear that increased water abstraction from the River Dee is not a key part of United Utilities' long-term plan for water management in the Integrated Resource Zone. Indeed, the United Utilities Water Resource Management Plan (September 2009) states that:</p> <p><i>'We are abstracting less water from the environment now than at any time since the 1960s and we expect it to reduce further in the future. Our water resources and demand strategy will reduce average water demand in each water resource zone. It therefore goes beyond the principles of water neutrality, the concept by which for every new development, total water use in the region after the development must be equal to or less than total water use in the region before the development.'</i></p>	
4d	Water discharges	N/A.	N/A.
4e	Air emissions	N/A.	N/A.
4f	Recreational pressures	N/A.	N/A.
5	Potential changes (either alone or in combination) to the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
5a	Habitat or species fragmentation	Changes to water levels and flow in the River Dee and Lake Bala SAC. This could subsequently have adverse effects upon habitats and species supported by the water – issues of low flow and associated problems with water quality (temperature and nutrient %) are theoretically possible.	
5b	Reduction in habitat/species density		
5c	Disturbance to species		
6	Mitigation measures/existing provisions in Warrington CS and LTP3	<p>See Section 4c.</p> <p>Natura 2000 sites are protected by law via Directive 92/43/EEC 'Conservation of Natural Habitats and Wild Flora and Fauna' (known as the 'Habitats Directive'). As such individual applications for development (particularly the larger strategic development sites) will be required to comply with the Habitats Directive to demonstrate that Natura 2000 sites will not be adversely affected (see also Section 7 below). Policy QE5 of the Warrington CS states that proposals which may affect Natura 2000 sites will be subject to rigorous examination in accordance with the Habitats Directive to</p>	

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7	<p>Suggested amendments to Warrington CS and LTP3.</p>	<p>ensure the integrity of such sites is not adversely affected.</p> <p>Liaison with United Utilities Although the United Utilities Water Resource Management Plan (September 2009) indicates otherwise, it is recommended that (if not already undertaken) discussions are held with United Utilities to discuss the proposed growth and development locations detailed in the Core Strategy. This is to ascertain whether this is likely to cause any issues with regard to sustaining a water supply and whether this would lead to any further abstraction pressures on the River Dee and Lake Bala SAC. The EA will not grant licences for abstraction that would adversely affect the nature conservation interests of the River Dee and Lake Bala SAC; therefore there may be a need to ascertain whether water would need to be sourced elsewhere to meet demand.</p> <p>Code for Sustainable Homes It is recommended that the Council consider the introduction of a policy in the Core Strategy to implement the principles of the Code for Sustainable Homes (CSH). The CSH implements a sustainability rating system (Levels 1 to 6) to communicate the overall sustainability performance of homes across 9 categories. Category 2 (Water) aims to reduce overall water efficiency by reducing the average water consumption per person per day (in litres).</p> <p>At present (and from April 2008), all new social housing in England must be built to a minimum of Code Level 3; the Code is voluntary for private housing (Greener Homes for the Future, Communities and Local Government 2008). In Wales, Planning Policy Wales requires all housing (regardless of social status) to be built to a minimum of Code Level 3 from September 2010.</p> <p>Careful consideration should be had with regards the inclusion of any such policy as there are options to restrict the implementation of the CSH with regards to quantity thresholds and whether build involves the use of public funds. There is also the risk (especially considering the current economic climate) that such a policy could be seen as restrictive; this could result in developers seeking to develop sites outside of Warrington where such restrictions may not exist. Therefore, it is recommended that should such a policy be considered, it be discussed in tandem with neighbouring local authorities to agree a more sub-regional and consistent approach. As a minimum, the Core Strategy policy should aim to meet the minimum requirements set out in national policy.</p>

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		<p>European Protected Sites Policy QE5 states that developments will not be permitted where they are likely to have adverse effects on the integrity of Natura 2000 sites. Specific reference in the policy should be made to the Habitats Directive and Natural England’s Standing Advice for Protected Species.</p>
8	<p>Summary as to the overall significance of effects after mitigation measures have been implemented.</p>	<p>No significant adverse effects on the nature conservation interests of the River Dee and Lake Bala SAC are anticipated.</p>

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1a	Qualifying feature(s) of site	<p>Assemblage qualification: A wetland of international importance.</p> <p>Common redshank (<i>Tringa tetanus</i>) Northern pintail (<i>Anas acuta</i>) Ringed plover (<i>Charadrius hiaticula</i>) Common shelduck (<i>Tadorna tadorna</i>) Eurasian teal (<i>Anas crecca</i>) Eurasian wigeon (<i>Anas Penelope</i>) Grey plover (<i>Pluvialis squatarola</i>) Dunlin (<i>Calidris alpina alpina</i>) Golden plover (<i>Pluvialis apricaria</i>) Black-tailed godwit (<i>Limosa limosa islandica</i>) Eurasian curlew (<i>Numenius arquata</i>) Lapwing (<i>Vanellus vanellus</i>) Great crested grebe (<i>Podiceps cristatus</i>)</p>
1b	Conservation objectives of site	<p>To maintain, in favourable condition, the habitats for the populations of migratory bird species of European importance, with particular reference to: Intertidal sediments; Rocky shores; and Salt marsh.</p> <p>To maintain, in favourable condition, the habitats for the populations of waterfowl that contribute to the wintering waterfowl assemblage of European importance, with particular reference to: Intertidal sediments; Rocky shores; and Salt marsh.</p>
1c	Environmental conditions sustaining integrity of site/species/habitats	<p>Protection from land-claim and development. Recreational and wildfowling disturbance levels consistent with needs of species. Vulnerability to channel dredging. Toxic contamination of mudflats and saltmarsh arising from inundation by contaminated waters.</p>
2	SSSI Condition	100% favourable condition.

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3	<p>Element(s) of plan(s) likely to give rise (either alone or in combination) to adverse effects on Natura 2000 site</p>	<p>The Mersey Estuary is a designated Ramsar site and SPA. The site is outside of Warrington's administrative boundary (approximately 4km to the west) but is linked by an environmental pathway of the Manchester Ship Canal.</p> <p>There is the potential for a variety of environmental effects both in isolation and in combination with other plans and projects; such potential effects are largely associated with water quality (through the discharge of contaminants) which could also lead to adverse effects on associated habitats such as the saltmarsh and mudflats which are critical to support the wintering bird population. However, there is also the potential for disturbance to the wintering bird population from recreational pressures and development. The main potential instances of contaminants entering the watercourse are as follows:</p> <ul style="list-style-type: none"> ▪ Surface water run off and ground water contamination from development close to the Manchester Ship Canal, particularly large scale housing and employment and industrial development and the development of Port Warrington; ▪ Direct water pollution from fuel leakages from an increase in freight using the Manchester Ship Canal and Mersey Estuary; this has the potential to be further exacerbated by the development of Port Warrington; ▪ Disturbance to wintering bird population from recreation pressures as more people use the Mersey Estuary for walking, cycling, dog walking etc; ▪ Disturbance to wintering bird population from an increased use of the Mersey Estuary/Manchester Ship Canal by freight; and ▪ Water contamination and noise/proximity disturbance during the construction phase of developments close to or adjacent the Mersey Estuary. 	
4	<p>Source/Pathway of likely direct, indirect or secondary effects of the project(s) (either alone or in combination) on the Natura 2000 site by virtue of:</p>	<p align="center">WBC CS and LTP3</p>	<p align="center">In combination with 1 or more other plans/projects</p>
4a	<p>Direct land take</p>	<p>N/A</p>	<p>N/A.</p>

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4b	Proximity effects	See Section 4f for potential effects resulting from recreational pressures. There is the potential for increased disturbance to birds due to an increase in the use of the waterways for water-borne freight. However, the estuary is already established as a transport corridor and such disturbances will not be over sustained periods. Birds are generally quite adaptive to human activities; the movement of boats is not anticipated to cause any significant long-term disturbance effects which may affect their visitor numbers or feeding habits.	
4c	Water abstraction	N/A	N/A.
4d	Water discharges	<p>Contamination of Water from Built Development (Construction and Operation) The projected growth in Warrington for the period between 2006 and 2027 is to accommodate a minimum of 10,500 new homes and 277 hectares of employment land. The vast majority of this target is to be met through larger strategic and key housing and employment sites with 60% of all new residential development to be located in the 'Inner Warrington' area. Such development has the potential to adversely affect water quality of watercourses with direct linkages to the Mersey Estuary through foul drainage and surface water run-off and groundwater movements of pollutants (this applies more to employment and industrial developments through industrial processes that rely on the large-scale use of chemicals and fuels). There is also the potential for pollutants to enter the Mersey Estuary during the construction phase of developments.</p> <p>Most local watercourses in Warrington will</p>	<p>Contamination of Water from Built Development (Construction and Operation)</p> <p>Many local watercourses in the administrative areas adjacent to Warrington will provide linkages that eventually discharge into the Mersey Estuary. The following developments are those considered the most likely to have effects on water quality of the Mersey Estuary by virtue of their size and the existence of clear pathways (such as the River Mersey and the Manchester Ship Canal).</p> <p><u>Halton</u> Due to its geographic location, most future development in Halton has the potential to have adverse effects on the water quality of the Mersey Estuary. The most prominent development locations are:</p> <ul style="list-style-type: none"> ▪ 3MG key Area of Change (Policy CS8) – 99ha of B8 employment land; ▪ South Widnes Key Area of Change (Policy CS9) – 30ha employment land, 400 dwellings and 45000m² of retail (convenience and warehouse); ▪ West Runcorn Key Area of Change (Policy CS10) – 1500 dwellings, 27ha of employment land and

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	<p>provide linkages that eventually discharge into the Mersey Estuary, for example the Sankey Brook, the River Mersey, Manchester Ship Canal, Massey Brook and the River Bollin. The main developments with the potential for effects on water quality are as follows:</p> <ul style="list-style-type: none"> ▪ Port Warrington (Policy CS11) – the development of sustainable economic activity generated and sustained by the Manchester Ship Canal. Opportunities to secure the transfer of port-related freight will be supported in the context of Port Warrington and the Atlantic Gateway; ▪ Waterfront and Arpley Meadows Strategic Opportunity (Policy CS10) – Key strategic location along the River Mersey for opportunities to contribute to the objectives of the Core Strategy; ▪ Arpley Chord – a new rail chord to connect the Arpley Branch Lines to the Up and Down Ditton Goods Lines which will increase opportunities for rail-borne freight. It would also enable the demolition of Arpley Junction and Latchford sidings which would release development land near the waterfront (River Mersey) for future commercial investment. The Arpley Chord is therefore critical to the Waterfront and Arpley Meadows Strategic Opportunity 	<p>5200m² of convenience retail;</p> <ul style="list-style-type: none"> ▪ East Runcorn key Area of Change (Policy CS11) – 2800 dwellings and 66ha of B1 employment land; ▪ East Runcorn – 2800 dwellings and 66ha employment land; ▪ Mersey Gateway detailed in the Halton LTP; ▪ Silver Jubilee Bridge Works detailed in the Halton LTP; ▪ Widening of the A558 detailed in the Halton LTP; ▪ Liverpool Airport Eastern Access Corridor; ▪ Widnes Waterfront Multi Use Waste Site – 7.8ha for a waste transfer station, primary treatment and RRP; and ▪ Runcorn WWTW – 1.2ha for a waste transfer station and a household waste recycling centre. <p><u>St Helens</u></p> <ul style="list-style-type: none"> ▪ St Helens (Policy CSS1/CH1) – 9850 dwellings; ▪ M62 Corridor (Policy CE1) – 46ha employment land; and ▪ Bold Heath Quarry Inert Landfill Site – 40.2ha. <p>The Sankey is the main river catchment in St Helens which discharges into the River Mersey and then into the Mersey Estuary.</p> <p><u>Salford</u></p> <ul style="list-style-type: none"> ▪ Irlam and Cadishead – 1250 dwellings; ▪ Barton Multi-Modal Freight Interchange; ▪ Media City UK – 170,000m² employment floorspace; ▪ Salford Central - 150,000m² employment floorspace; ▪ Greengate - 100,000m² employment floorspace;

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		<p>(Policy CS10);</p> <ul style="list-style-type: none"> ▪ Inner Warrington (Policy CS8) – The focus of development in Warrington where 60% of new housing over the plan period will be located including Peel Hall Farm (1400 dwellings); ▪ Chapelford Village – Key Housing Location for 1414 dwellings near Great Sankey; ▪ Omega and Lingley Mere (Policy CS7) – Strategic Location for 230ha of B1, B2 and B8 employment land. Part of the site may be developed for other uses including housing (up to 1100 dwellings), hotel and conference facilities; ▪ Transport Infrastructure (Policy MP6) – A new or replacement high level crossing of the Manchester Ship Canal between Ackers Road, Stockton Heath and Station Road, Latchford. <p>Policies MP8 and MP9 of the Core Strategy support sustainable waste management and the use of recycled and secondary waste. Any sites required to be allocated for waste management and mineral workings will be identified in a separate Development Plan Document.</p> <p>Waste and mineral sites have the potential to affect water quality of the Mersey Estuary through the run-off of pollutants</p> <ul style="list-style-type: none"> ▪ Ordsall Waterfront - 50,000m² employment floorspace; ▪ Barton - 400,000m² employment floorspace; and ▪ Gravel search area adjacent proposed Barton interchange. <p>Most of these sites are immediately adjacent or close to the Manchester Ship Canal. The sites at Barton are strategically located to utilise freight opportunities along the Manchester Ship Canal.</p> <p><u>Trafford</u></p> <ul style="list-style-type: none"> ▪ Partington Regeneration Area – 850 dwellings; ▪ Carrington Business Park, Carrington A and Carrington B – Waste sites using a variety of processes such as open waste, anaerobic digestion, composting, MBT, MHT and MRF <p>The waste sites and gravel search area are within 500m of the Manchester Ship Canal.</p> <p><u>Cheshire West</u></p> <ul style="list-style-type: none"> ▪ Ellesmere Port (Spatial Option 1A) – 12404 dwellings, 301ha employment land; ▪ Associated Octel, Ellesmere Port – 36.6ha site for thermal treatment, composting, MBT, MRF, anaerobic digestion and bulking; ▪ Bridges Road, Ellesmere Port – 31ha site for HWRF, MRF, WTS, composting, bulking and anaerobic digestion; ▪ North Road, Ellesmere Port – 4.5ha site for MBT, thermal treatment, bulking, MRF, HWRC; and

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		<p>entering watercourses and changes to groundwater regimes (indirect effects). This can include contamination of soil and groundwater from chemicals and metals. However, as no definitive sites have been identified it is not possible to assess the nature of any potential effects. See Section 6 for details of mitigation measures (requirements for HRA and EIA).</p> <p>▪ New Bridge Road, Ellesmere Port – 4.7ha site for MBT, thermal treatment, MRF, HWRC and bulking.</p> <p><u>Other</u> Large-scale mixed use development at Liverpool Waters and Wirral Waters.</p> <p>The waste sites are all adjacent to or very close to the Mersey Estuary at Ellesmere Port.</p> <p>The Stage 2 Habitats Regulations Assessment for the Halton Core Strategy (May 2011) concludes that there are sufficient measure in place for no adverse effects on water quality to result from development in Halton.</p> <p>The Appropriate Assessment Report of the Greater Manchester Joint Waste Development Plan Document (JWDPD) (Scott Wilson, December 2010) does not include the Mersey Estuary SPA/Ramsar as a Natura 2000 site with the potential to be adversely affected by proposed waste sites.</p> <p>The Habitats Regulations Assessment Screening (Stage 1) Report of the Greater Manchester Minerals DPD does not include the Mersey Estuary SPA/Ramsar as a Natura 2000 site with the potential to be adversely affected by proposed mineral extraction sites.</p>
		<p>Contamination of Water from Water-Borne Freight Policy MT6 of the Warrington LTP3 and Policy MP5 of the Warrington CS supports the principle of encouraging freight to switch from roads to rail or inland waterways; Policy CS11 also proposes strategic development at Port Warrington and policies T15 and T7 (Trafford UDP and Salford CS respectively) encourage the increased use of the Manchester Ship Canal for the transportation of</p>

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		<p>freight. The importance of waterborne freight is evident in wider development plans for Liverpool Super Port, Port Salford, the Atlantic Gateway and the Mersey Gateway Port which aim to link trade more effectively between Manchester and Liverpool and encourage freight travelling from the south to use the waterways as an alternative to the road.</p> <p>Any increase in waterborne freight has the potential for direct pollution to the Mersey Estuary and indirect pollution via the Manchester Ship Canal.</p> <p>The main types of water pollution are from operational pollution, accidental spillage of fuels and dredging to facilitate the working of the ports. This could result in the contamination of the Mersey Estuary of hydrocarbons; dredging can re-introduce contaminants from lower sediment formations to the water column and cause disturbance to aquatic ecosystems.</p> <p><u>Operational Pollution</u> When cargo ships are empty prior to dock loading, the tanks are typically filled with ballast water to ensure stability during travel. This ballast water is discharged during arrival at the port to enable the weight to be substituted for cargo. The water discharged can be unclean depending on the presence of contaminants such as oil in the ballast tanks.</p> <p>Ballast water (depending upon its origin) could also contain non-native species and bacteria with the potential to alter water quality and affect the characteristics of the water environment.</p> <p>The 1973 International Convention for the Prevention of Pollution from Ships and the 1978 Protocol for its implementation (known as MARPOL 73/78) set out minimum requirements for cargo ships. The International Convention for the Control and Management of Ships' Ballast water and Sediments 2004 requires ballast water management plans to be adopted by cargo ships. See Section 6 for further details.</p> <p><u>Accidental Spillage</u> Although a highly infrequent occurrence, spillage more typically occurs during the loading and unloading of cargo at port rather than during transportation. Any such spills are typically short in volume, duration and frequency and are remediated relatively quickly. A lot of bulk commercial cargo</p>

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		<p>transported is fuel, chemicals, materials, and other goods so spillage of fuels and chemicals is a possibility. Fuel/oil spillage during transportation is a significantly more unlikely occurrence than silage during loading and unloading.</p> <p><u>Dredging</u> The proposed development of Port Warrington combined with general port expansion championed at Liverpool Super Port, Port Salford, the Atlantic Gateway and the Mersey Gateway have the potential to re-introduce toxins in to the water. The Mersey Gateway has planning permission and consideration to dredging effects have already been considered via a separate HRA. The Stage 2 Habitats Regulations Assessment for the Halton Core Strategy (May 2011) concludes that there are sufficient measure in place for no adverse effects on water quality to result from development in Halton, namely the redevelopment of the Mersey Gateway Port. See Section 7 for further details as to how Port Warrington should be considered in the Core Strategy.</p>	
4e	Air emissions	N/A.	N/A.
4f	Recreational pressures	<p>The projected growth in Warrington for the period between 2006 and 2027 is to accommodate a minimum of 10,500 new homes and 277 hectares of employment land. The vast majority of this target is to be met through larger strategic and key housing and employment sites with 60% of all new residential development to be located in the 'Inner Warrington' area.</p> <p>Several policies in the CS promote healthier lifestyles and improved access to recreation facilities. This together with the population and development growth projected for Warrington could increase recreational pressures on the Mersey Estuary resulting in disturbance to wintering birds and the trampling of</p>	<p>Population growth in Halton is projected to result in 9000 additional dwellings and 295ha of employment land (see Section 4d above for details of specific development locations in Halton). This will increase recreational pressures on the Mersey Estuary. In addition, policies LTC10 (Water-Based Recreation) and TP9 (Greenway Network) of the Halton UDP will also increase recreational pressures on the Mersey Estuary; however these policies only allow such development provided they do not result in adverse effects on amenity and nature conservation interests. The Cheshire West and Chester Core Strategy supports the maximisation of the tourism potential of the waterways which could also increase recreational pressures on the Mersey Estuary.</p> <p>The Mersey Estuary Management Plan provides a framework for co-ordinated action between the local</p>

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		<p>vegetation (especially the saltmarsh) which could damage habitat used by breeding birds such as the ringed plover.</p> <p>Policy MP3 (Active Travel) of the Warrington CS states that an integrated network of routes for walking and cycling will be developed. Policies CS5 (Strategic Green Links) and QE3 (Green Infrastructure) of the Warrington CS highlights a strategic approach to green infrastructure to ensure the existing network of green spaces (and the links between them) is maintained and improved to ensure that biodiversity is protected whilst ensuring accessibility. Warrington already has excellent areas of green spaces such as Walton Gardens, Victoria Park, Sankey Valley Park and Risley Moss (also a Local Nature Reserve) which are envisaged to continue to attract visitors throughout the plan period. It is not anticipated that development in Warrington will result in any significant increases in visitors using the Estuary for recreational purposes.</p>	<p>authorities and interest groups of the Mersey Estuary. Recreation is encouraged through initiatives in the plan such as formal footpaths, cycleways and bridleways and areas for bird watching. The provision of designated routes and other facilities such as visitor and information centres help to manage recreational pressures effectively to ensure the most sensitive habitats are protected.</p> <p>Policy GS11 of the Vale Royal Borough Local Plan supports the designation of the Weaver Valley Regional Park. The development of a variety of regeneration, biodiversity, landscape, recreation and tourism initiatives will provide attractive and accessible alternatives to the use of the Estuary for recreational purposes. In addition, Policy CS21 (Green Infrastructure) of the Halton Core Strategy states that existing green infrastructure will be protected and enhanced and appropriate new facilities will be provided and expanded. Although this would increase accessibility to the Mersey Estuary, it would also act to increase linkages to alternative recreational areas including the Weaver Valley Regional Park.</p>
5	Potential changes (either alone or in combination) to the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
5a	Habitat or species fragmentation	N/A.	N/A.

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5b	Reduction in habitat/species density	Potential for a reduction in overall water quality through the release of contaminated materials into watercourses such as hydrocarbons typically associated with fuel and chemical spills. Contaminants can poison or cause disease in a variety of marine species. This has the potential to impact upon the health and numbers of marine life such as worms, insects, fish, shellfish, snails and plant life which forms the core diet of the different bird species that inhabit the site.
5c	Disturbance to species	Potential for disturbance to species through increased recreational pressures arising from population and development increases. Increase in water-borne freight has the potential to cause disturbance to birds.
6	Mitigation measures/existing provisions in Warrington CS and LTP3	<p>Contamination of Water from Built Development and Water Borne Freight</p> <p>The Council’s planning and environmental protection teams will typically require hydrology assessments to be undertaken for developments that may have an adverse effect on water quality. Such assessments will be required to demonstrate that they do not have any adverse effects, or such effects can be sufficiently mitigated for, monitored and controlled. Assessments can include Flood Risk Assessments in accordance with Planning Policy Statement 25 (Development and Flood Risk), hydrology, geology and contamination assessments to determine potential effects on ground and surface water and contamination.</p> <p>Such assessments may also be a statutory requirement under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999, particularly for the larger strategic developments (such as Omega and Port Warrington).</p> <p>Drainage is also a key consideration and a drainage strategy is usually required to support planning applications to enable the EA to determine the acceptability of development proposals. Drainage details can also be secured and enforced via the use of planning conditions. Drainage strategies can also be controlled via the use of planning conditions. SUDS are usually a standard consideration requested by the EA to ensure water is managed appropriately (as close to the source as possible is the preferred method) during construction and operation of the development (Policy QE4 of the Warrington CS details the requirement for Flood Risk Assessments and preference for the use of SUDS in areas of flood risk). For larger industrial developments, a key consideration is the treatment of chemicals and fuels to demonstrate that only clean water will be discharged to local watercourses. The use of pollution prevention measures in line with the EA’s Pollution Prevention Guidelines including oil and fuel interceptors, separators and storage tanks are common methods in which to</p>

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		<p>achieve this. SUDS methods to manage water on site can include the use of lagoons, ponds, permeable surfacing and infiltration ditches as well as below ground storage tanks. Systems can also be used to ensure that water is discharged to greenfield run off rates where required. This is of particular relevance for developments in Halton which have the potential to directly affect the water quality of the Estuary e.g. the Silver Jubilee Bridge works and the Mersey Gateway. Temporary and permanent drainage systems would be expected to be put in place to ensure that contaminants from plant and machinery (during the construction phase) and vehicles (during the operation phase) would not enter the watercourse.</p> <p>During construction, standard pollution prevention techniques are widely used on all developments, particularly large-scale developments and include the implementation of Construction Management Plans and Environmental Management Plans which set out measures to mitigate for water pollution during the construction phase. Such measures can include designated refuelling and storage areas for chemicals and fuels, use of bunded equipment for fuel storage (both temporary and permanent), use of drip trays and spill kits, designated wash out areas away from watercourses and tool box talks for construction workers. Other temporary measures can also be put in place to manage pollution risk such as temporary sustainable drainage and the implementation of a silt management plan. All of these measures can be controlled and monitored by the EA and the Council through the use of planning conditions.</p> <p>Any proposals for new development that require discharges to water are subject to the EA consent process for such discharges. Therefore discharges to water will be controlled for individual developments to ensure that they do not exceed given thresholds.</p> <p>The Mersey Estuary has historically suffered from high levels of contamination due to the high presence of industry operating along the river. The Mersey Basin Campaign and the Mersey Estuary Pollution Alleviation Scheme (MEPAS) actively monitor water pollution levels and introduced schemes to reduce pollution levels; the main advances are improvements to sewage works and waste water treatment plants to ensure waste is more appropriately treated prior to discharge.</p> <p>The Mersey Estuary Management Plan provides a framework for co-ordinated action between the local authorities and interest groups of the Mersey Estuary. The MEMP highlights the key</p>

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		<p>considerations for new development proposals, stressing that these should only be allowed where there is an adequate water supply and facilities for its treatment and disposal. Appropriate measures should also be taken to prevent groundwater pollution.</p> <p>More stringent EU directives including the EU water Framework Directive ensure the protection of the water environment through the implementation of river basin management plans. Applications for development (including port expansion plans) will need to demonstrate compliance to the Environment Agency with the Water Framework Directive.</p> <p>The 1973 International Convention for the Prevention of Pollution from Ships and the 1978 Protocol for its implementation (known as MARPOL 73/78) set out minimum requirements for cargo ships; standard measures include segregated ballast and cargo tanks and/or the installation of crude oil washing techniques to clean cargo tanks.</p> <p>The International Convention for the Control and Management of Ships' Ballast water and Sediments 2004 requires ballast water management plans to be adopted by cargo ships.</p> <p>Recreation</p> <p>Policy MP3 (Active Travel) of the Warrington CS states that an integrated network of routes for walking and cycling will be developed. Policy CS5 (Strategic Green Links) and QE3 (Green Infrastructure) of the Warrington CS highlights a strategic approach to green infrastructure to ensure the existing network of green spaces (and the links between them) is maintained and improved to ensure that biodiversity is protected whilst ensuring accessibility. Warrington already has excellent areas of green spaces such as Walton Gardens, Victoria Park, Sankey Valley Park and Risley Moss (also a Local Nature Reserve) which are envisaged to continue to attract visitors throughout the plan period. It is not anticipated that development in Warrington will result in any significant increases in visitors using the Estuary for recreational purposes.</p> <p>Recreation on the Estuary is encouraged via the MEMP through initiatives in the plan such as formal footpaths, cycleways and bridleways and areas for bird watching. The provision of designated routes and other facilities such as visitor and information centres help to manage recreational pressures effectively to ensure the most sensitive habitats are protected.</p>

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		<p>Policy GS11 of the Vale Royal Borough Local Plan supports the designation of the Weaver Valley Regional Park. The development of a variety of regeneration, biodiversity, landscape, recreation and tourism initiatives will provide attractive and accessible alternatives to the use of the Estuary for recreational purposes.</p> <p>General Natura 2000 sites are protected by law via Directive 92/43/EEC 'Conservation of Natural Habitats and Wild Flora and Fauna' (known as the 'Habitats Directive'). As such individual applications for development (particularly the larger strategic development sites) will be required to comply with the Habitats Directive to demonstrate that Natura 2000 sites will not be adversely affected (see also Section 7 below). Policy QE5 of the Warrington CS states that proposals which may affect Natura 2000 sites will be subject to rigorous examination in accordance with the Habitats Directive to ensure the integrity of such sites is not adversely affected.</p> <p>Development briefs for all large allocated development sites will be produced to guide developers as to the most appropriate manner in which to develop sites. This will also include all constraints on site (such as environmental constraints) which should be considered during the development of detailed design proposals and supporting information to accompany planning applications. Cross reference will also be made to any requirements for EIA and HRA (see also Section 7 below).</p>
7	<p>Suggested amendments to Warrington CS and LTP3.</p>	<p>Port Warrington Core Strategy Policy CS11 states that regard must be had to any adverse effects on sites of nature conservation importance, to ensure that these effects are avoided, mitigated or compensated as appropriate.</p> <p>It is recommended that this policy is expanded to state that development at Port Warrington will not be permitted unless it can be demonstrated that there will be no significant adverse effects on any Natura 2000 sites with specific reference to the Mersey Estuary SPA and Ramsar site. The policy should also state that specific consideration should be given by developers to the potential for water pollution arising from a number of activities including but not limited to any dredging activities required to enable development to be constructed or to allow ships to navigate the waterway. Such consideration should include an assessment of the scale, duration and nature of effects of any such</p>

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		<p>activities.</p> <p>Waterside Development (to also encompass Warrington Waterfront) Consideration should be given to inclusion of a policy for Warrington Waterfront and all waterside developments. The policy should detail minimum requirements the Council would expect to see for any such applications including but not limited to details as to how water quality will be protected and how flood risk and drainage will be managed. This policy should also link to wider policies such as 'Environment and Amenity Protection', 'EIA' and 'European Protected Sites'.</p> <p>Environment and Amenity Protection Policy QE6 of the Warrington CS states that development will only be supported where it will not result in adverse effects on the environment of local amenity. The Council will consider the integrity of flood defences, quality of water bodies, groundwater resources, air quality, noise and vibration levels, light pollution, overlooking, overshadowing and loss of privacy, and effects on highway safety and capacity.</p> <p>The policy should be expanded to also include the consideration of effects on landscape, biodiversity and the historic environment. This policy should also be linked to 'Environmental Impact Assessment'.</p> <p>Environmental Impact Assessment Specific policy required regarding the need for all applicants to consider whether the EIA Regulations are applicable for all relevant development proposals.</p> <p>European Protected Sites Policy QE5 states that developments will not be permitted where they are likely to have adverse effects on the integrity of Natura 2000 sites. Specific reference in the policy should be made to the Habitats Directive and Natural England's Standing Advice for Protected Species.</p> <p>Development Briefs Specific policy required stating that development briefs for all large allocated development sites will be produced as part of the supporting Development Plan Documents (DPDs) to guide developers as</p>

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		to the most appropriate manner in which to develop sites including required services and infrastructure and consideration of additional facilities such as open space and community facilities. The development briefs will also include all constraints on site (such as environmental constraints) which should be considered during the development of detailed design proposals and supporting information to accompany planning applications. Cross reference will also be made to any requirements for EIA and HRA.
8	Summary as to the overall significance of effects after mitigation measures have been implemented.	No significant adverse effects on the nature conservation interests of the Mersey Estuary SPA and Ramsar site are anticipated.

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1a	Qualifying feature(s) of site	<p>The site comprises a diverse range of habitats from open water to raised bog.</p> <p>The site supports a number of rare species of plants associated with wetlands including five nationally scarce species together with an assemblage of rare wetland invertebrates (three endangered insects and five other British Red Data Book species of invertebrates).</p>
1b	Conservation objectives of site	To maintain, in favourable condition the wetland habitats and ecological communities it supports.
1c	Environmental conditions sustaining integrity of site/species/habitats	<p>Water quality.</p> <p>Appropriate hydrological regime to maintain water levels.</p> <p>Control of invasive species.</p> <p>Air quality.</p>
2	SSSI Condition	<p>Sites more likely to be adversely affected (within 15km search area of WBC administrative boundary):</p> <p>The Mere, Mere – 100% unfavourable no change.</p> <p>Tatton Meres – 58% unfavourable no change; 42% favourable.</p> <p>Hatch Mere – 37% unfavourable no change; 63% unfavourable recovering.</p> <p>Flaxmere Moss – 100% favourable.</p>
3	Element(s) of plan(s) likely to give rise (either alone or in combination) to adverse effects on Natura 2000 site	<p>The sites detailed at Section 2 making up the Midland Meres and Mosses Ramsar Phase 1 are all outside Warrington’s administrative boundary. The closest are The Mere, Mere and Tatton Meres between 5 and 8km south east of Warrington’s boundary immediately east of the A556. Hatch Mere and Flaxmere Moss are approximately 10km south of Warrington’s boundary at Delamere Forest.</p> <p>Hatch Mere and Flaxmere Moss are both relatively small sites (13.24ha and 6.97ha respectively) and are located either side of the B5152 on the periphery of the Delamere Forest Park. The sites are too distant from the strategic road network for any adverse air quality effects to arise from the Warrington CS and LTP3 and are too distant from Warrington’s administrative boundary for any adverse effects on the hydrological regime to occur. There is the potential for an increase in recreational pressures arising from population growth in Warrington; however this is highly unlikely to be of any significance due to the distance from Warrington and the availability of other recreational facilities closer to Warrington. Such recreational pressures are highly unlikely to result in regular visits that can be attributed to growth in Warrington. Therefore, Hatch Mere and Flaxmere Moss of</p>

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		<p>the Midland Meres and Mosses Phase 1 Ramsar have not been considered any further in this assessment, either alone or in combination.</p> <p>The Mere, Mere and Tatton Meres are closer to Warrington’s administrative boundary; more importantly they are close to the strategic motorway and road network (the M6, M56, A50 and A556); therefore there is potential for adverse effects on air and water quality of both sites.</p> <p>Potential changes in air quality resulting from an increase in development outlined in the WBC Core Strategy (largely housing, employment and retail) to accommodate projected population growth. Potential effects will largely arise from an increase in traffic with more significant effects resulting from the increased use of the strategic motorway and road network – the M56, A50 and A556). Increases in the deposition of pollutants such as nitrogen dioxide and particulates may have adverse effects upon the wide range of habitats (especially the raised bog) making up the Ramsar site.</p> <p>The projected growth in Warrington for the period between 2006 and 2027 is to accommodate a minimum of 10,500 new homes and 277 hectares of employment land. The vast majority of this target is to be met through larger strategic and key housing and employment sites with 60% of all new residential development to be located in the ‘Inner Warrington’ area.</p> <p>Potential changes in air quality resulting from development outline in other plans and projects including housing, employment, minerals and waste sites and transport proposals.</p>	
4	Source/Pathway of likely direct, indirect or secondary effects of the project(s) (either alone or in combination) on the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
4a	Direct land take	N/A.	N/A.
4b	Proximity effects		
4c	Water abstraction		
4d	Water discharges	N/A.	The construction phase of the A556 upgrade works (see also

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			<p>4e below) is highly unlikely to result in any temporary adverse water quality effects to The Mere, Mere provided standard pollution prevention control measures are adhered to such as temporary drainage arrangements. Permanent drainage would be expected to utilise the existing drainage system or could involve the construction of a new drainage arrangement to ensure that water is dealt with at the source or has sufficient measures in place (such as oil interceptors) to ensure only clean water is discharged into local watercourses.</p> <p>The proposed bulking facility and materials recycling facility on a site of 21.8ha at Parkgate Industrial Estate (approximately 400m from Tatton Meres) (see also section 4e below) has the potential for effects on water quality through surface and groundwater contamination. Appropriate water management measures (such as temporary and permanent drainage (including SUDS where appropriate) contamination interceptors) should be in place and regulated by Cheshire East Council during the planning application stage</p>
4e	Air emissions	<p>Increase in Population and General Development Growth The likelihood of impacts from air emissions is greatly reduced with the distance from the Ramsar site of the potentially affected roads i.e. the magnitude of the changes in air quality seen in close proximity to affected roads will be much greater than those seen at a distance of more than 200m where pollutant levels can be expected to fall to background levels. This assessment</p>	<p>Increase in Population and General Development Growth Development growth (consisting mainly of strategic housing and employment sites) from all identified Core Strategy documents will result in an increase in the number of vehicles using the local road and motorway network. The main growth is as follows:</p> <ul style="list-style-type: none"> ▪ Halton – 9000 dwellings, 295ha of employment land, 57000m² of retail warehousing. ▪ Wigan – 1000 dwellings per year to 2026, 250ha of employment land. ▪ St Helens – 13680 dwellings, 46ha of employment land and the 85ha site at Parkside (Strategic Rail Freight Interchange).

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	<p>level follows guidance in the Design Manual for Roads and Bridges (DMRB) Volume 11 Section 3 – Environmental Assessment Techniques.</p> <p>The Mere, Mere and Tatton Meres are further than 200m away from the motorways likely to be affected by development growth contained in the Core Strategy (more than 2km away from the M6 and M56). However, The Mere, Mere is adjacent the A556 and the A50 (approximately 200m from the A50) and Tatton Meres is approximately 300m from the A50. Therefore, development in Warrington has the potential to result in an increase in traffic using the A50 and A556 which will likely result in a higher deposition rate of nitrogen dioxide at these sites.</p> <p>WBC has undertaken transport modelling for the possible development scenarios which could achieve the growth outlined in the Core Strategy. The modelling provides a good indication to ascertain likely effects of development growth on the road</p>	<ul style="list-style-type: none"> ▪ Salford – 33750 dwellings, a number of regionally significant and sub-regionally significant employment sites comprising over 1 million m² of employment land. ▪ Trafford – 11800 dwellings and employment land; ▪ Cheshire East – 1600 dwellings per year to 2025, average change in jobs of 950 per year. Key growth areas being Crewe and Macclesfield with major employment sites located at Crewe (Basford East and West – 98ha), Middlewich (MidPoint 18 – 53ha) and Macclesfield (22ha). ▪ Cheshire West – 20673 dwellings until 2021. 501ha of employment land across key areas of Ellesmere Port (60%), Chester (20%), Northwich (10%) and Winsford (10%). <p>Developments closer to The Mere, Mere and Tatton Meres (and with good links to the strategic road network that links them) are more likely to have the potential for adverse effects on air quality. The main housing and employment sites are as follows:</p> <p><u>Halton</u></p> <ul style="list-style-type: none"> ▪ East Runcorn – 2800 dwellings and 66ha employment land. <p><u>Wigan</u></p> <ul style="list-style-type: none"> ▪ East Lancs Road Corridor Housing Area; ▪ Garrett Hall – 28ha residential; ▪ East of Atherton – 45ha mixed use; and ▪ East Leigh Retail Site. <p><u>St Helens</u></p> <ul style="list-style-type: none"> ▪ Newton le Willows and Earlstown – 2736 dwellings; and ▪ M62 Corridor – 46ha employment land.

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	<p>and motorway network (Warrington LDF Core Strategy Model Results Presentation 18th April 2011). However the modelling is limited to the motorway network and the strategic road network within Warrington.</p> <p>The modelling results indicate an average 38% increase in traffic between Junctions 8 and 12 of the M56 and an average 35% increase in traffic between Junctions 19 and 23 of the M6. Although the A50 and the A556 close to the sites have not been modelled directly, the A556 links to the M6 via Junction 19. It can therefore be safely assumed that the A556 and A50 will also experience a percentage increase in traffic; however, it is not reliable to assume such increases would be as high as 35% as they will depend on other factors such as the effects of growth in Cheshire East on the strategic road network.</p> <p>It is not possible to determine the proportionate contribution to traffic increases arising from development in Warrington compared to development in other neighbouring</p>	<p><u>Salford</u></p> <ul style="list-style-type: none"> ▪ Irlam and Cadishead – 1250 dwellings; ▪ Barton Multi-Modal Freight Interchange; ▪ Media City UK – 170,000m² employment floorspace; ▪ Salford Central - 150,000m² employment floorspace; ▪ Greengate - 100,000m² employment floorspace; ▪ Ordsall Waterfront - 50,000m² employment floorspace; ▪ Cutacre - 100,000m² employment floorspace; and ▪ Barton - 400,000m² employment floorspace. <p><u>Trafford</u></p> <ul style="list-style-type: none"> ▪ Partington Regeneration Area – 850 dwellings; and ▪ Carrington Mixed Use – 52ha residential, 75ha employment. <p><u>Cheshire East</u></p> <ul style="list-style-type: none"> ▪ Knutsford Key Service Centre – approx 1700 dwellings and 1000 jobs. <p><u>Cheshire West</u></p> <ul style="list-style-type: none"> ▪ Northwich – 2068 dwellings, 50ha employment land; and ▪ Winsford - 2068 dwellings, 50ha employment land. <p>Should the Core Strategies achieve these growth targets, this will likely result in an increase in traffic using the local road and motorway network. However, the most significant effects are likely to be experienced on the motorway network. As nitrogen deposition levels are considered to significantly reduce with distance from the source (to background levels at a distance of 200m) and The Mere, Mere and Tatton Meres are significantly more than 200m from the motorway network, it is highly unlikely that such adverse air quality effects will occur.</p>

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	<p>authority areas.</p> <p>The nitrogen deposition totals and critical loads for the Midland Meres and Mosses Phase 1 Ramsar have been obtained from the Air Information Pollution Service (www.apis.ac.uk). The critical load for oligotrophic lakes and for raised bogs is 5-10 kg N ha⁻¹yr⁻¹.</p> <p><u>Oligotrophic Lakes</u></p> <p>The total deposition for 2005 for The Mere, Mere/Tatton Meres was 15.5/15.7 kg N ha⁻¹yr⁻¹ and the calculated deposition for 2020 is 10.78/11.48 kg N ha⁻¹yr⁻¹. The critical load is therefore currently being exceeded; however, the total deposition of nitrogen is expected to decrease between 2005 and 2020.</p> <p>The contribution to the deposition from vehicular traffic for The Mere, Mere/Tatton Meres was 20.7%/17.6% in 2005 and is expected to reduce to 10.9%/9.1% in 2020. The proportionate contribution from vehicular traffic is expected to decrease between 2005 and 2020 in quantity as well as percentage.</p>	<p>There remains the potential for cumulative adverse air quality effects from an increase in traffic on the A556 and A50. However it is not possible to quantify the likely increase in nitrogen deposition rates on these roads without detailed transport modelling of development scenarios from all neighbouring authorities. This is difficult to ascertain as much of this development is significantly further away (up to a distance of approximately 30km). Any increases in traffic at these locations would be likely to predominately result from development in Cheshire East rather than development elsewhere. The proportionate contribution to any potential traffic increases close to The Mere, Mere and Tatton Meres from development in Warrington is likely to be smaller than the contribution from Cheshire East development.</p> <p>Increased Use of Public Transport</p> <p>One of the spatial objectives of the Cheshire East CS and Policy T2 of the Macclesfield Borough Local Plan is to improve the provision of public transport and locate development close to areas with well established public transport.</p> <p>Any increase in the use of public transport is likely to be immediately offset (at least once over and more likely several times over) by an overall reduction of vehicles on the road network. For example, an additional bus carrying 20 passengers (who otherwise would have travelled by car) will significantly reduce the cumulative nitrogen dioxide emissions.</p> <p>Other Air Quality Effects</p> <p>The main waste and minerals sites with the potential to have adverse effects on air quality are as follows:</p>

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		<p><u>Raised Bogs</u> The total deposition for 2006-2008 for The Mere, Mere/Tatton Meres was 21.1/20.9 kg N ha⁻¹yr⁻¹. The critical load is therefore currently being exceeded; however, the total deposition of nitrogen is expected to decrease between 2008 and 2020 as they are close to Rostherne Mere (see assessment table for West Midland Mosses SAC).</p> <p><u>Waste</u></p> <ul style="list-style-type: none"> ▪ <i>Parkgate Industrial Estate</i>; ▪ Carrington Business Park; ▪ Carrington A; ▪ Carrington B; ▪ Cledford Lane, Middlewich; ▪ Clayhanger Hall Farm, Crewe; ▪ Kinderton Lodge, Middlewich; ▪ Lostock, Northwich; and ▪ Winsford Industrial Estate. <p><u>Minerals</u></p> <ul style="list-style-type: none"> ▪ Gravel search areas on the Warrington/Wigan border and Warrington/Salford border; and ▪ Several preferred extension areas to controlled brinefields and silica sand quarries east and west of the M6 in Cheshire East and Cheshire West. <p>All of the sites have the potential to increase HGV traffic on the motorway network for the movement of waste to and from site; however the most significant traffic effects are likely to be from <i>Parkgate Industrial Estate</i> (in italics above) due to its proximity to The Mere, Mere and Tatton Meres. This waste site is approximately 400m from Tatton Meres and is proposed to accommodate a bulking facility and materials recycling facility on a site of 21.8ha. There is the potential for air quality impacts to arise from the operation phases due to the release of emissions through industrial processes. However, the site would be expected to have pollution prevention control in place to accord with Cheshire East planning policies, such as mist air systems, biofilters and</p>

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		<p>exhaust stacks which will help to reduce adverse air quality effects. In addition, any development at this location would be require EIA and HRA assessments to be undertaken to demonstrate that adverse effects can be appropriately mitigated.</p> <p>The Appropriate Assessment Report of the Greater Manchester Joint Waste Development Plan Document (JWDPD) (Scott Wilson, December 2010) does not include the Midland Meres and Mosses Phase 1 Ramsar as a Natura 2000 site with the potential to be adversely affected by proposed waste sites.</p> <p>The Habitats Regulations Assessment Screening (Stage 1) Report of the Greater Manchester Minerals DPD does not include the Midland Meres and Mosses Phase 1 Ramsar as a Natura 2000 site with the potential to be adversely affected by proposed mineral extraction sites.</p> <p>There are no HRA Stage 1 or 2 Reports available for the Cheshire Replacement Waste Local Plan or the Cheshire Replacement Minerals Local Plan. However, there are unlikely to be adverse effects on Rixton Clay Pits SAC due to the distance between them and the lack of a viable pathway.</p> <p>Traffic flows and specific contributions to waste movements from growth in Warrington are difficult to predict; in addition traffic flows will also utilise other parts of the motorway network well outside of Warrington’s administrative boundary. Increases in HGV traffic and associated reductions in air quality are likely to be significantly less than those modelled for Warrington’s overall growth.</p>

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		<p><u>Transport Improvements</u></p> <p><i>A556 Upgrade</i> The A556 between the M6 and the M56 and immediately adjacent The Mere, Mere has been identified in the Cheshire East LTP as a priority for upgrade works as the road is currently contributing to poor air quality and noise issues. The construction phase of the upgrade works is highly unlikely to result in any temporary adverse air and water quality effects to The Mere, Mere provided standard pollution prevention control measures are adhered to such as temporary drainage arrangements, dust prevention techniques such as bowsers, dust sheets dampening down and dust hoarding. Permanent effects are likely to be beneficial in the long-term as the road upgrade will improve traffic flows and reduce associated vehicle emissions.</p> <p><i>M6 Widening Scheme</i> The M6 widening scheme is over 2km from The Mere, Mere and Tatton Meres. Temporary water and air quality effects are unlikely due to distance. The M6 is too far from the Ramsar site for nitrogen dioxide deposition to be an issue (reduces significantly with distance from the source); however, the long-term effects will be beneficial due to increased flows at this section of the M6.</p>
4f	Recreational pressures	<p>There is the potential for an increase in recreational pressures arising from population growth in Warrington; however this is highly unlikely to be of any significance due to the distance from Warrington and the availability of other recreational facilities closer to Warrington. Such recreational pressures are highly unlikely to result in regular visits that can be attributed to growth in Warrington.</p>

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5	Potential changes (either alone or in combination) to the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
5a	Habitat or species fragmentation	N/A.	
5b	Reduction in habitat/species density	There is a potential effect on health of the wide range of habitats present including the raised bog which is particularly vulnerable to changes in air quality. The likelihood of this impact is greatly reduced with the distance from the SAC of proposed developments/growth areas.	
5c	Disturbance to species	N/A.	
6	Mitigation measures/existing provisions in Warrington CS and LTP3	<p>Air Quality Air pollution data from the APIS indicates that the site is currently exceeding its nitrogen deposition critical load for oligotrophic lakes and raised bogs. The data also suggests that nitrogen deposition will decrease over time and the percentage and quantity contribution of vehicular traffic to nitrogen deposition will decrease over time. Any increase in traffic at The Mere, Mere and Tatton Meres would largely result from development in Cheshire East; however, the A50 is a strategic corridor into Warrington and it would be reasonable to expect development in Warrington to contribute to traffic increases close to The Mere, Mere and Tatton Meres. The Core Strategy and Third Local Transport Plan set out a number of policies which help to reduce traffic generation and dependency on the car as follows:</p> <ul style="list-style-type: none"> ▪ Ensure that major new developments are located where good access to public transport is available or can be readily provided, backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car; ▪ Ensure safe and sustainable access for all, particularly by public transport, between homes and employment and a range of services and facilities (such as retail, health, education, and leisure) will be promoted, and will influence locational choices and investment decisions; ▪ Aim to secure improvements to transport infrastructure in partnership with operators and delivery partners including rail operators and Network Rail. The Council and station operators will consider making additional provision for car parking at railway stations, so as to promote maximum use of the rail network. 	

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Ref	Issue	Assessment
		<ul style="list-style-type: none"> ▪ Aim to reduce private car use through the introduction of 'smarter choices' (including travel plans, safer routes to school, car pooling, car sharing schemes, car clubs and park and ride schemes, the availability of real time travel information and integrated ticketing) and other incentives to change travel behaviour; ▪ Park and ride facilities should be located, designed and managed so as not to give rise to significant adverse impact on the adjacent highway network or the quality of the local environment, including public enjoyment of the countryside and established rights of way; ▪ Encourage walking and cycling for both utility and recreation on existing routes by making roads and other routes safer, convenient, and more enjoyable for walking and cycling and increase the functionality of Green Infrastructure to facilitate walking and cycling where appropriate ▪ Promote improvement schemes at Central Station and Bank Quay railway stations and improve linkages to them and local railway stations, at Padgate, Birchwood, Sankey for Penketh, Glazebrook and potentially Chapelford, by improving integration with bus services, and enhancing pedestrian approaches and accessibility and ensuring appropriate parking facilities ▪ Consider the effective reallocation of road space in favour of public transport, pedestrians and cyclists alongside parking charges, enforcement and provision and other fiscal measures, including road user charging; ▪ Make greater use of on-street parking controls and enforcement; ▪ Incorporate maximum parking standards for various land use categories and define areas where more restrictive standards should be applied; and ▪ Support development that secures more sustainable movement of freight. <p>The Council's planning and environmental protection teams will typically require air quality assessments to be undertaken for developments that may have an adverse effect on air quality. Such reports will be required to demonstrate that they do not have any adverse air quality effects, or such effects can be sufficiently mitigated for, monitored and controlled.</p> <p>The vast majority of new vehicles on the road generally emit fewer emissions than older vehicles. This has become more apparent over the last 5 years as the car industry has responded to increasing climate change (carbon reduction) pressures and in increase in demand for more fuel efficient and cost-effective means of car travel. This trend is likely to increase in the future as electric vehicles will become more prevalent (as they continue to receive government subsidies) and other cleaner</p>

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		<p>technologies (such as hydrogen) are advanced.</p> <p>General All developments will be required to submit appropriate information at the planning application stage; larger developments will likely be required to submit supporting assessments to demonstrate no adverse environmental effects. Such assessments may include air quality assessments, hydrology, flood risk assessments and transport assessments and may also be a statutory requirement under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999 (See also Section 7 below). Drainage is also a key consideration; SUDS are usually a standard consideration requested by the Environment Agency to ensure water is managed appropriately (as close to the source as possible is the preferred method) during construction and operation of the development. Policy QE6 of the Warrington CS requires developers to consider the potential for environmental effects and requires detailed assessments to be undertaken as appropriate. Policy QE4 of the Warrington CS details the requirement for Flood Risk Assessments and preference for the use of SUDS in areas of flood risk.</p> <p>Transport Management Plans are a national requirement where transport assessments indicate that developments are likely to result in a significant increase in traffic on the road network which will subsequently need to be managed. Policy MP7 of the Warrington CS requires all developers to demonstrate that development will not have any significant effects on highway safety or capacity; Transport Assessments, Transport Statements and Travel Plans must be produced where appropriate and in accordance with national guidance.</p> <p>Natura 2000 sites are protected by law via Directive 92/43/EEC 'Conservation of Natural Habitats and Wild Flora and Fauna' (known as the 'Habitats Directive'). As such individual applications for development (particularly the larger strategic development sites) will be required to comply with the Habitats Directive to demonstrate that Natura 2000 sites will not be adversely affected. Policy QE5 of the Warrington CS states that proposals which may affect Natura 2000 sites will be subject to rigorous examination in accordance with the Habitats Directive to ensure the integrity of such sites is not adversely affected.</p> <p>Development briefs for all large allocated development sites will be produced to guide developers as</p>

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		<p>to the most appropriate manner in which to develop sites. This will also include all constraints on site (such as environmental constraints) which should be considered during the development of detailed design proposals and supporting information to accompany planning applications. Cross reference will also be made to any requirements for EIA and HRA.</p> <p>Construction Management Plans and Environmental Management Plans are a standard requirement for larger development schemes (controlled via planning condition) to demonstrate that construction methods will ensure that temporary environmental effects can be appropriately mitigated and controlled e.g. dust management techniques, pollution prevention control measures etc including drainage arrangements.</p>
7	<p>Suggested amendments to Warrington CS and LTP3.</p>	<p>No additional recreational pressures on The Mere, Mere and Tatton Meres are considered likely to arise as a result of population growth and development in Warrington. Therefore no amendments in relation to recreational pressures are proposed.</p> <p>The Core Strategy and Third Local Transport Plan contain a number of policies that are considered to help to reduce traffic generation and dependency on the car.</p> <p>Environment and Amenity Protection Policy QE6 of the Warrington CS states that development will only be supported where it will not result in adverse effects on the environment of local amenity. The Council will consider the integrity of flood defences, quality of water bodies, groundwater resources, air quality, noise and vibration levels, light pollution, overlooking, overshadowing and loss of privacy, and effects on highway safety and capacity.</p> <p>The policy should be expanded to also include the consideration of effects on landscape, biodiversity and the historic environment. This policy should also be linked to 'Environmental Impact Assessment'.</p> <p>Environmental Impact Assessment Specific policy required regarding the need for all applicants to consider whether the EIA Regulations are applicable for all relevant development proposals.</p>

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		<p>European Protected Sites Policy QE5 states that developments will not be permitted where they are likely to have adverse effects on the integrity of Natura 2000 sites. Specific reference in the policy should be made to the Habitats Directive and Natural England's Standing Advice for Protected Species.</p>
8	<p>Summary as to the overall significance of effects after mitigation measures have been implemented.</p>	<p>No significant adverse effects on the nature conservation interests of the Midland Meres and Mosses Phase 1 Ramsar are anticipated.</p>

MIDLAND MERES AND MOSSES PHASE 2 RAMSAR (Site Area 1588ha)

Ref	Issue	Assessment
1a	Qualifying feature(s) of site	<p>The site comprises a diverse range of habitats from open water to raised bog.</p> <p>The site supports a number of rare species of plants associated with wetlands including five nationally scarce species together with an assemblage of rare wetland invertebrates (three endangered insects and five other British Red Data Book species of invertebrates).</p> <p>The site supports a number of rare species of plants associated with wetlands, including the nationally scarce cowbane <i>Cicuta virosa</i> and elongated sedge <i>Carex elongate</i>. Also present are the nationally scarce bryophytes <i>Dicranum affine</i> and <i>Sphagnum pulchrum</i>. The site also supports an assemblage of invertebrates including several rare species. There are 16 species of British Red Data Book insect listed for this site including the moth <i>Glyphipteryx lathamella</i>, the caddisfly <i>Hagenella clathrata</i> and the sawfly <i>Trichiosoma vitellinae</i>.</p>
1b	Conservation objectives of site	To maintain, in favourable condition the wetland habitats and the ecological communities it supports.
1c	Environmental conditions sustaining integrity of site/species/habitats	<p>Water quality.</p> <p>Appropriate hydrological regime to maintain water levels.</p> <p>Control of invasive species.</p> <p>Air quality.</p>
2	SSSI Condition	<p>Sites more likely to be adversely affected (within 15km search area of WBC administrative boundary):</p> <p>Linmer Moss – 100% unfavourable recovering.</p> <p>Oak Mere – 100% unfavourable recovering.</p> <p>Abbots Moss – 100% favourable.</p> <p>Rostherne Mere – 100% unfavourable no change.</p>
3	Element(s) of plan(s) likely to give rise (either alone or in combination) to adverse effects on Natura 2000 site	<p>The sites detailed at Section 2 making up the Midland Meres and Mosses Ramsar Phase 2 are all outside Warrington's administrative boundary. The closest is Rostherne Mere approximately 4km south east of Warrington's boundary immediately east of the A556 and immediately north of the Mere, Mere and Tatton Meres (part of the Midland Meres and Mosses Phase 1 Ramsar). Linmer Moss (2.36ha), Oak Mere (68.77ha) and Abbots Moss (24.7ha) are approximately 12km south of WBC's southern boundary (approximately 6km southwest of Northwich). Oak Mere and Abbots Moss are also designated as SAC as part of the West Midland Mosses.</p>

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Ref	Issue	Assessment
		<p>Linmer Moss is a small site of 2.36ha and is located within the Delamere Forest Park. The site is too distant from the strategic road network for any adverse air quality effects to arise from the Warrington CS and LTP3 and is too distant from Warrington’s administrative boundary for any adverse effects on the hydrological regime to occur. There is the potential for an increase in recreational pressures arising from population growth in Warrington; however this is highly unlikely to be of any significance due to the distance from Warrington and the availability of other recreational facilities closer to Warrington. Such recreational pressures are highly unlikely to result in regular visits that can be attributed to growth in Warrington; the site is also well managed in terms of biodiversity and visitor pressure as part of the wider Delamere Forest Park. Therefore, Linmer Moss has not been considered any further in this assessment, either alone or in combination. For the same reasons, it is considered highly unlikely that development in Warrington will result in additional recreational pressures on Oak Mere and Abbots Moss.</p> <p>Rostherne Mere is closer to Warrington’s administrative boundary; more importantly it is close to the strategic motorway and road network (the M56 and A556). Oak Mere is immediately adjacent the A54 and the A49, Abbots Moss is approximately 300m from the A49. Therefore there is potential for adverse effects on air and water quality of Rostherne Mere, Oak Mere and Abbots Moss.</p> <p>Potential changes in air quality resulting from an increase in development outlined in the WBC Core Strategy (largely housing, employment and retail) to accommodate projected population growth. Potential effects will largely arise from an increase in traffic with more significant effects resulting from the increased use of the strategic motorway and road network – the M56, A54, A49 and A556). Increases in the deposition of pollutants such as nitrogen dioxide and particulates may have adverse effects upon the wide range of habitats (especially the raised bog) making up the Ramsar site.</p> <p>The projected growth in Warrington for the period between 2006 and 2027 is to accommodate a minimum of 10,500 new homes and 277 hectares of employment land. The vast majority of this target is to be met through larger strategic and key housing and employment sites with 60% of all new residential development to be located in the ‘Inner Warrington’ area.</p>

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Ref	Issue	Assessment	
		Potential changes in air quality resulting from development outline in other plans and projects including housing, employment, minerals and waste sites and transport proposals.	
4	Source/Pathway of likely direct, indirect or secondary effects of the project(s) (either alone or in combination) on the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
4a	Direct land take	N/A.	N/A.
4b	Proximity effects		
4c	Water abstraction		
4d	Water discharges	N/A	<p>Policy RT19 of the Vale Royal Borough Local Plan identifies 2 sites at Fourways Quarry and Nunsmere, Sandiway for non-engined water sports and associated facilities (Fourways Quarry) and water skiing use and associated facilities (Nunsmere, Sandiway). These recreation areas are immediately adjacent Oak Mere and Abbots Moss.</p> <p>Although the Warrington CS and LTP3 will not have hydrological effects on Abbots Moss or Oak Mere and therefore there can not be any 'in combination' effects, a summary of the likely effects of other plans and projects is included here due to the proximity of these proposed tourist facilities and for completeness of information.</p> <p>The likely presence of groundwater pathways between the Nunsmere site and Abbots Moss means there is the potential for effects on water quality due to contamination from fuel spills during use of the site for water skiing. However, such potential effects to water quality would not be occurring in combination with any development arising from Warrington's</p>

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			<p>CS or LTP3 and would be occurring in isolation. In addition, Policy RT19 states that any proposals in these areas should be accompanied by an Ecological Management Plan; presumably one of the considerations of the management plan would be to demonstrate that water quality would not be compromised.</p> <p>See Sections 4e and 4f for potential effects to air quality and from recreational pressures respectively.</p>
4e	Air emissions	<p>Increase in Population and General Development Growth The likelihood of impacts from air emissions is greatly reduced with the distance from the Ramsar site of the potentially affected roads i.e. the magnitude of the changes in air quality seen in close proximity to affected roads will be much greater than those seen at a distance of more than 200m where pollutant levels can be expected to fall to background levels. This assessment level follows guidance in the Design Manual for Roads and Bridges (DMRB) Volume 11 Section 3 – Environmental Assessment Techniques.</p> <p>Abbots Moss, Oak Mere and Rostherne Mere are all adjacent the strategic motorway and road network, namely the M56, A556, A54 and A49. Therefore,</p>	<p>Increase in Population and General Development Growth Development growth (consisting mainly of strategic housing and employment sites) from all identified Core Strategy documents will result in an increase in the number of vehicles using the local road and motorway network. The main growth is as follows:</p> <ul style="list-style-type: none"> ▪ Halton – 9000 dwellings, 295ha of employment land, 57000m² of retail warehousing. ▪ Wigan – 1000 dwellings per year to 2026, 250ha of employment land. ▪ St Helens – 13680 dwellings, 46ha of employment land and the 85ha site at Parkside (Strategic Rail Freight Interchange). ▪ Salford – 33750 dwellings, a number of regionally significant and sub-regionally significant employment sites comprising over 1 million m² of employment land. ▪ Trafford – 11800 dwellings and employment land; ▪ Cheshire East – 1600 dwellings per year to 2025, average change in jobs of 950 per year. Key growth areas being Crewe and Macclesfield with major employment sites located at Crewe (Basford East and West – 98ha), Middlewich (MidPoint 18 – 53ha) and Macclesfield (22ha). ▪ Cheshire West – 20673 dwellings until 2021. 501ha of employment land across key areas of Ellesmere Port (60%),

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	<p>development in Warrington has the potential to result in an increase in traffic using this part of the strategic road network which will likely result in a higher deposition rate of nitrogen dioxide at these sites.</p> <p>WBC has undertaken transport modelling for the possible development scenarios which could achieve the growth outlined in the Core Strategy. The modelling provides a good indication to ascertain likely effects of development growth on the road and motorway network (Warrington LDF Core Strategy Model Results Presentation 18th April 2011). However the modelling is limited to the motorway network and the strategic road network within Warrington.</p> <p>Rostherne Mere is approximately 300m from the M56 and approximately 150m from the A556. The modelling results indicate an average 38% increase in traffic between Junctions 8 and 12 of the M56. Although the A556 (closest part of the strategic road</p>	<p>Chester (20%), Northwich (10%) and Winsford (10%).</p> <p>Developments closer to Rostherne Mere, Oak Mere and Abbots Moss (and with good links to the strategic road network that links them) are more likely to have the potential for adverse effects on air quality. The main housing and employment sites are as follows:</p> <p><u>Halton</u></p> <ul style="list-style-type: none"> ▪ East Runcorn – 2800 dwellings and 66ha employment land. <p><u>Wigan</u></p> <ul style="list-style-type: none"> ▪ East Lancs Road Corridor Housing Area; ▪ Garrett Hall – 28ha residential; ▪ East of Atherton – 45ha mixed use; and ▪ East Leigh Retail Site. <p><u>St Helens</u></p> <ul style="list-style-type: none"> ▪ Newton le Willows and Earlstown – 2736 dwellings; ▪ St Helens – 9850 dwellings; and ▪ M62 Corridor – 46ha employment land. <p><u>Salford</u></p> <ul style="list-style-type: none"> ▪ Irlam and Cadishead – 1250 dwellings; ▪ Barton Multi-Modal Freight Interchange; ▪ Media City UK – 170,000m² employment floorspace; ▪ Salford Central - 150,000m² employment floorspace; ▪ Greengate - 100,000m² employment floorspace; ▪ Ordsall Waterfront - 50,000m² employment floorspace; ▪ Cutacre - 100,000m² employment floorspace; and ▪ Barton - 400,000m² employment floorspace.

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	<p>network to the site) has not been modelled directly, the A556 links to the M56 via Junction 8. It can therefore be safely assumed that the A556 will also experience a percentage increase in traffic; however, it is not reliable to assume such an increase would be as high as 38% as the increase will depend on other factors such as the effects of growth in Cheshire East on the strategic road network.</p> <p>In addition, it is not possible to determine the proportionate contribution to traffic increases arising from development in Warrington compared to development in other neighbouring authority areas.</p> <p>It is not possible to ascertain expected traffic increases on the strategic road network close to Oak Mere and Abbots Moss due to their distance from the M56 and M6 and their distance from Warrington's administrative boundary. Increases in traffic flows on the A54 and A49 can be expected due to development growth in Warrington; however, development in Cheshire</p>	<p><u>Trafford</u></p> <ul style="list-style-type: none"> ▪ Partington Regeneration Area – 850 dwellings; and ▪ Carrington Mixed Use – 52ha residential, 75ha employment. <p><u>Cheshire East</u></p> <ul style="list-style-type: none"> ▪ Key Service Centres (KSC) of Knutsford, Middlewich, Sandbach, Alsager and Nantwich – approx 1700 dwellings and 1000 jobs for each KSC; ▪ Crewe Principal Town – approx 2817 dwellings and 1673 jobs; ▪ Basford East and Basford West Major Employment Sites, Crewe - 43ha and 55ha of employment land; ▪ Mid-Point 18 Major Employment Site, Middlewich – 53ha of employment land. <p><u>Cheshire West</u></p> <ul style="list-style-type: none"> ▪ Ellesmere Port – 12404 dwellings, 301ha employment land; ▪ Chester – 4135 dwellings, 100ha employment land; ▪ Northwich – 2068 dwellings, 50ha employment land; and ▪ Winsford - 2068 dwellings, 50ha employment land. <p>Should the Core Strategies achieve these growth targets, this will likely result in an increase in traffic using the local road and motorway network.</p> <p>There remains the potential for cumulative adverse air quality effects from an increase in traffic on the M56, A556, A54 and A49. However it is not possible to quantify the likely increase in nitrogen deposition rates on these roads without detailed transport modelling of development scenarios from all neighbouring authorities. This is difficult to ascertain as much of this development is significantly further away (up to a</p>

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	<p>West and Chester will be the major contributor to any such increase combined with growth in other neighbouring authority areas.</p> <p>The nitrogen deposition totals and critical loads for the Midland Meres and Mosses Phase 2 Ramsar have been obtained from the Air Information Pollution Service (APIS) (www.apis.ac.uk). The critical load for oligotrophic lakes and for raised bogs is 5-10 kg N ha⁻¹yr⁻¹.</p> <p><u>Oligotrophic Lakes</u> The total deposition for 2005 for Oak Mere/Abbots Moss/Rostherne Mere was 16.051/15.695/15.55 kg N ha⁻¹yr⁻¹ and the calculated deposition for 2020 is 12.46/12.04/11.06 kg N ha⁻¹yr⁻¹. The critical load is therefore currently being exceeded; however, the total deposition of nitrogen is expected to decrease between 2005 and 2020.</p> <p>The contribution to the deposition from vehicular traffic for Oak Mere/Abbots Moss/Rostherne Mere was 12.4%/12.8%/20.3% in 2005 and is expected to reduce to</p>	<p>distance of approximately 30km). Any increases in traffic at Oak Mere and Abbots Moss would be likely to predominately result from development in Cheshire West and Chester rather than development elsewhere whilst traffic increases close to Rostherne Mere would potentially arise due to a combination of development in Warrington, Halton, St Helens, Wigan, Salford, Trafford, Cheshire East and Cheshire West and Chester. The proportionate contribution to any potential traffic increases from development in Warrington is likely to be smaller than the contribution from Cheshire east development.</p> <p>Increased Use of Public Transport One of the strategic objectives of the Cheshire West and Chester CS, one of the spatial objectives of the Cheshire East CS and Policies T3 and T2 of the Vale Royal Borough Local Plan and Macclesfield Borough Local respectively is to improve the provision of public transport and locate development close to areas with well established public transport.</p> <p>Any increase in the use of public transport is likely to be immediately offset (at least once over and more likely several times over) by an overall reduction of vehicles on the road network. For example, an additional bus carrying 20 passengers (who otherwise would have travelled by car) will significantly reduce the cumulative nitrogen dioxide emissions.</p> <p>Other Air Quality Effects The main waste and minerals sites with the potential to have adverse effects on air quality are as follows:</p> <p><u>Waste</u></p> <ul style="list-style-type: none"> ▪ Parkgate Industrial Estate;

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	<p>5.6%/5.9%/10.8% in 2020. The proportionate contribution from vehicular traffic is expected to decrease between 2005 and 2020 in quantity as well as percentage.</p> <p><u>Raised Bogs</u> The total deposition for 2005 for Abbots Moss was 23.64 kg N ha⁻¹yr⁻¹ and the calculated deposition for 2020 is 21.28 kg N ha⁻¹yr⁻¹. The critical load is therefore currently being exceeded; however, the total deposition of nitrogen is expected to decrease between 2005 and 2020.</p> <p>The contribution to the deposition from vehicular traffic for Abbots Moss was 6.4% (1.5 kg) in 2005. There is no data for vehicular traffic contributions for 2020.</p> <p>The total deposition for 2006-2008 for Oak Mere/Rostherne Mere was 22.8/21.1 kg N ha⁻¹yr⁻¹. The critical load is therefore currently being exceeded; however, the total deposition of nitrogen is expected to decrease between 2008 and 2020 (see assessment table for West Midland Mosses SAC).</p>	<ul style="list-style-type: none"> ▪ Carrington Business Park; ▪ Carrington A; ▪ Carrington B; ▪ Cledford Lane, Middlewich; ▪ Clayhanger Hall Farm, Crewe; ▪ Kinderton Lodge, Middlewich; ▪ Lostock, Northwich; ▪ Winsford Industrial Estate; ▪ Pyms Lane, Crewe; ▪ Bumpers Lane, Chester; and ▪ Gowy Landfill, Wimbolds, Trafford. <p><u>Minerals</u></p> <ul style="list-style-type: none"> ▪ Gravel search areas on the Warrington/Wigan border and Warrington/Salford border; and ▪ Several preferred extension areas to controlled brinefields and silica sand quarries east and west of the M6 in Cheshire East and Cheshire West. <p>All of the sites have the potential to increase HGV traffic on the motorway network for the movement of waste to and from site. Traffic flows and specific contributions to waste movements from growth in Warrington are difficult to predict; in addition traffic flows will also utilise other parts of the motorway network well outside of Warrington’s administrative boundary. Increases in HGV traffic and associated reductions in air quality are likely to be significantly less than those modelled for Warrington’s overall growth.</p> <p>The Appropriate Assessment Report of the Greater Manchester Joint Waste Development Plan Document (JWDPD) (Scott Wilson, December 2010) does not include the</p>

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		<p>Midland Meres and Mosses Phase 2 Ramsar as a Natura 2000 site with the potential to be adversely affected by proposed waste sites.</p> <p>The Habitats Regulations Assessment Screening (Stage 1) Report of the Greater Manchester Minerals DPD does not include the Midland Meres and Mosses Phase 1 Ramsar as a Natura 2000 site with the potential to be adversely affected by proposed mineral extraction sites.</p> <p><u>Transport Improvements</u></p> <p><i>A556 Upgrade</i> The A556 between the M6 and the M56 and immediately adjacent Rostherne Mere has been identified in the Cheshire East LTP as a priority for upgrade works as the road is currently contributing to poor air quality and noise issues. The construction phase of the upgrade works is highly unlikely to result in any temporary adverse air and water quality effects to Rostherne Mere provided standard pollution prevention control measures are adhered to such as temporary drainage arrangements, dust prevention techniques such as bowsers, dust sheets dampening down and dust hoarding. Permanent effects are likely to be beneficial in the long-term as the road upgrade will improve traffic flows and reduce associated vehicle emissions.</p> <p><i>M6 Widening Scheme</i> The M6 widening scheme is over 4km from Rostherne Mere. Temporary water and air quality effects are unlikely due to distance. The M6 is too far from the Ramsar site for nitrogen dioxide deposition to be an issue (deposition rate reduces</p>

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			<p>significantly with distance from the source); however, the long-term effects will be beneficial due to increased flows at this section of the M6.</p> <p><i>Tourist/Recreation Facilities</i> Policy RT19 of the Vale Royal Borough Local Plan identifies 2 sites at Fourways Quarry and Nunsmere, Sandiway for non-engined water sports and associated facilities (Fourways Quarry) and water skiing use and associated facilities (Nunsmere, Sandiway). These recreation areas are immediately adjacent Oak Mere and Abbots Moss. There is likely to be an increase in traffic on the strategic road network close to these sites (the A54 and the A49). There is the potential for additional recreational pressures and effects on the hydrological regime (see Sections 4d and 4f for further details).</p>
4f	Recreational pressures	N/A.	<p>Policy RT19 of the Vale Royal Borough Local Plan identifies 2 sites at Fourways Quarry and Nunsmere, Sandiway for non-engined water sports and associated facilities (Fourways Quarry) and water skiing use and associated facilities (Nunsmere, Sandiway). These recreation areas are immediately adjacent Oak Mere and Abbots Moss. The Cheshire West and Chester Core Strategy supports the maximisation of the tourism potential of the waterways which could also increase recreational pressures on these sites.</p> <p>Although the Warrington CS and LTP3 will not have additional recreational pressures on Abbots Moss or Oak Mere and therefore there can not be any 'in combination' effects, a summary of the likely effects of other plans and projects is included here due to the proximity of these proposed tourist facilities and for completeness of information.</p>

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			<p>These sites will actively encourage visitors to the area; it would be a fair assumption to expect a small proportion of these visitors to also visit Abbots Moss and/or Oak Mere. However, such additional recreational pressures would not be occurring in combination with any recreational pressures arising from Warrington's CS or LTP3 and would be occurring in isolation. In addition, Abbots Moss is owned and managed by Cheshire Wildlife Trust and the site will continue to be appropriately managed to ensure that recreational pressures do not result in adverse effects to the habitats. Policies S7, S8 and H3 of the Cheshire East LTP and various policies in the Cheshire West and Chester LTP3 seek improvements to accessible green infrastructure including cycle routes and footpaths; although would likely increase the accessibility to the Ramsar site, it would also increase accessibility to other areas of open and green space in the Borough away from the Ramsar site.</p> <p>No adverse effects from recreational pressures are anticipated. See Sections 4d and 4e for potential effects from water discharges and air quality respectively.</p>
5	Potential changes (either alone or in combination) to the Natura 2000 site by virtue of:	WBC CS and LTP3	In combination with 1 or more other plans/projects
5a	Habitat or species fragmentation	N/A.	N/A.
5b	Reduction in habitat/species density	There is a potential effect on health of the wide range of habitats present including the raised bog which is particularly vulnerable to changes in air quality. The likelihood of this impact is greatly reduced with the distance from the SAC of proposed developments/growth areas.	

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Ref	Issue	Assessment	
5c	Disturbance to species	N/A.	N/A.
6	<p>Mitigation measures/existing provisions in Warrington CS and LTP3</p>	<p>Air Quality Air pollution data from the APIS indicates that the site is currently exceeding its nitrogen deposition critical load for oligotrophic lakes and raised bogs. The data also suggests that nitrogen deposition will decrease over time and the percentage and quantity contribution of vehicular traffic to nitrogen deposition will decrease over time.</p> <p>The distance of Oak Mere and Abbots Moss outside of Warrington’s boundary would suggest that air quality effects from transport increases would not be as significant as within Warrington itself. Any increase in traffic at Oak Mere and Abbots Moss would largely result from development In Cheshire West and Chester; however, the A49 is a strategic corridor into Warrington and it would be reasonable to expect development in Warrington to contribute to traffic increases close to Oak Mere and Abbots Moss.</p> <p>Any increase in traffic at Rostherne Mere would largely result from development In Cheshire East; however, the A556 and M56 are strategic corridors into Warrington and it would be reasonable to expect development in Warrington to contribute to traffic increases close to Rostherne Mere. The Core Strategy and Third Local Transport Plan set out a number of policies which help to reduce traffic generation and dependency on the car as follows:</p> <ul style="list-style-type: none"> ▪ Ensure that major new developments are located where good access to public transport is available or can be readily provided, backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car; ▪ Ensure safe and sustainable access for all, particularly by public transport, between homes and employment and a range of services and facilities (such as retail, health, education, and leisure) will be promoted, and will influence locational choices and investment decisions; ▪ Aim to secure improvements to transport infrastructure in partnership with operators and delivery partners including rail operators and Network Rail. The Council and station operators will consider making additional provision for car parking at railway stations, so as to promote maximum use of the rail network. ▪ Aim to reduce private car use through the introduction of ‘smarter choices’ (including travel plans, safer routes to school, car pooling, car sharing schemes, car clubs and park and ride schemes, the 	

MIDLAND MERES AND MOSSES PHASE 2 RAMSAR (Site Area 1588ha)

Ref	Issue	Assessment
		<p>availability of real time travel information and integrated ticketing) and other incentives to change travel behaviour;</p> <ul style="list-style-type: none"> ▪ Park and ride facilities should be located, designed and managed so as not to give rise to significant adverse impact on the adjacent highway network or the quality of the local environment, including public enjoyment of the countryside and established rights of way; ▪ Encourage walking and cycling for both utility and recreation on existing routes by making roads and other routes safer, convenient, and more enjoyable for walking and cycling and increase the functionality of Green Infrastructure to facilitate walking and cycling where appropriate ▪ Promote improvement schemes at Central Station and Bank Quay railway stations and improve linkages to them and local railway stations, at Padgate, Birchwood, Sankey for Penketh, Glazebrook and potentially Chapelford, by improving integration with bus services, and enhancing pedestrian approaches and accessibility and ensuring appropriate parking facilities ▪ Consider the effective reallocation of road space in favour of public transport, pedestrians and cyclists alongside parking charges, enforcement and provision and other fiscal measures, including road user charging; ▪ Make greater use of on-street parking controls and enforcement; ▪ Incorporate maximum parking standards for various land use categories and define areas where more restrictive standards should be applied; and ▪ Support development that secures more sustainable movement of freight. <p>The Council’s planning and environmental protection teams will typically require air quality assessments to be undertaken for developments that may have an adverse effect on air quality. Such reports will be required to demonstrate that they do not have any adverse air quality effects, or such effects can be sufficiently mitigated for, monitored and controlled.</p> <p>The vast majority of new vehicles on the road generally emit fewer emissions than older vehicles. This has become more apparent over the last 5 years as the car industry has responded to increasing climate change (carbon reduction) pressures and in increase in demand for more fuel efficient and cost-effective means of car travel. This trend is likely to increase in the future as electric vehicles will become more prevalent (as they continue to receive government subsidies) and other cleaner technologies (such as hydrogen) are advanced.</p>

MIDLAND MERES AND MOSSES PHASE 2 RAMSAR (Site Area 1588ha)

Ref	Issue	Assessment
		<p>General</p> <p>All developments will be required to submit appropriate information at the planning application stage; larger developments will likely be required to submit supporting assessments to demonstrate no adverse environmental effects. Such assessments may include air quality assessments, hydrology, flood risk assessments and transport assessments and may also be a statutory requirement under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999 (See also Section 7 below). Drainage is also a key consideration; SUDS are usually a standard consideration requested by the Environment Agency to ensure water is managed appropriately (as close to the source as possible is the preferred method) during construction and operation of the development. Policy QE6 of the Warrington CS requires developers to consider the potential for environmental effects and requires detailed assessments to be undertaken as appropriate. Policy QE4 of the Warrington CS details the requirement for Flood Risk Assessments and preference for the use of SUDS in areas of flood risk.</p> <p>Transport Management Plans are a national requirement where transport assessments indicate that developments are likely to result in a significant increase in traffic on the road network which will subsequently need to be managed. Policy MP7 of the Warrington CS requires all developers to demonstrate that development will not have any significant effects on highway safety or capacity; Transport Assessments, Transport Statements and Travel Plans must be produced where appropriate and in accordance with national guidance.</p> <p>Natura 2000 sites are protected by law via Directive 92/43/EEC 'Conservation of Natural Habitats and Wild Flora and Fauna' (known as the 'Habitats Directive'). As such individual applications for development (particularly the larger strategic development sites) will be required to comply with the Habitats Directive to demonstrate that Natura 2000 sites will not be adversely affected. Policy QE5 of the Warrington CS states that proposals which may affect Natura 2000 sites will be subject to rigorous examination in accordance with the Habitats Directive to ensure the integrity of such sites is not adversely affected.</p> <p>Development briefs for all large allocated development sites will be produced to guide developers as to the most appropriate manner in which to develop sites. This will also include all constraints on site (such as environmental constraints) which should be considered during the development of</p>

MIDLAND MERES AND MOSSES PHASE 2 RAMSAR (Site Area 1588ha)

Ref	Issue	Assessment
		<p>detailed design proposals and supporting information to accompany planning applications. Cross reference will also be made to any requirements for EIA and HRA.</p> <p>Construction Management Plans and Environmental Management Plans are a standard requirement for larger development schemes (controlled via planning condition) to demonstrate that construction methods will ensure that temporary environmental effects can be appropriately mitigated and controlled e.g. dust management techniques, pollution prevention control measures etc including drainage arrangements.</p>
7	<p>Suggested amendments to Warrington CS and LTP3.</p>	<p>No additional recreational pressures on Abbots Moss, Oak Mere or Rostherne Mere are considered likely to arise as a result of population growth and development in Warrington. Therefore no amendments in relation to recreational pressures are proposed.</p> <p>The Core Strategy and Third Local Transport Plan contain a number of policies that are considered to help to reduce traffic generation and dependency on the car.</p> <p>Environment and Amenity Protection Policy QE6 of the Warrington CS states that development will only be supported where it will not result in adverse effects on the environment of local amenity. The Council will consider the integrity of flood defences, quality of water bodies, groundwater resources, air quality, noise and vibration levels, light pollution, overlooking, overshadowing and loss of privacy, and effects on highway safety and capacity.</p> <p>The policy should be expanded to also include the consideration of effects on landscape, biodiversity and the historic environment. This policy should also be linked to 'Environmental Impact Assessment'.</p> <p>Environmental Impact Assessment Specific policy required regarding the need for all applicants to consider whether the EIA Regulations are applicable for all relevant development proposals.</p> <p>European Protected Sites Policy QE5 states that developments will not be permitted where they are likely to have adverse</p>

MIDLAND MERES AND MOSSES PHASE 2 RAMSAR (Site Area 1588ha)

Ref	Issue	Assessment
		effects on the integrity of Natura 2000 sites. Specific reference in the policy should be made to the Habitats Directive and Natural England's Standing Advice for Protected Species.
8	Summary as to the overall significance of effects after mitigation measures have been implemented.	No significant adverse effects on the nature conservation interests of the Midland Meres and Mosses Phase 2 Ramsar are anticipated.

6.0 CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

- 6.1 The purpose of this Appropriate Assessment is to assess whether Warrington Borough Council's Core Strategy and Third Local Transport Plan have the potential to result in significant adverse effects on the integrity of identified Natura 2000 sites, either alone or in combination with a number of other plans and projects. The Habitats Regulations requires the competent authority, in this case Warrington Borough Council, to make an Appropriate Assessment of any plan or project which is likely to have a significant effect on a protected European site. This report outlines the process which has been undertaken for the Appropriate Assessment.
- 6.2 Although population growth is inevitably associated with an increase in road traffic, the implementation of Warrington's LTP3 is considered highly unlikely to directly result in any direct adverse effects to any Natura 2000 sites as the policies of LTP3 will not in themselves result in an increase in road traffic. The exception to this is Policy MT6 which supports the principle of freight switching from road to rail or inland waterways. This is generally true of all of the other Local Transport Plans reviewed as part of this Appropriate Assessment; except where relevant site specific projects have been identified (see Figures 9 – 15 and Chapter 5.0 for further details).
- 6.3 When considered in isolation i.e. not considered in combination with other plans and projects, and prior to the consideration of mitigation measures and existing provisions in Warrington's Core Strategy and Third Local Transport Plan, these plans are considered likely to have adverse effects on the integrity of the identified Natura 2000 sites.
- 6.4 It is logical for a greater magnitude of effect to be anticipated when these plans are considered in combination with other plans and projects. However, the significance of such in-combination effects and Warrington's proportionate contribution to such effects will vary depending on the characteristics of the Natura 2000 site, the nature of the potential effect (and its pathway), and the distance between the two. The scale, type and location of site specific development areas will also influence the overall anticipated magnitude of effect.
- 6.5 The mitigation measures (largely mandatory requirements set out in the planning application process such as EIA, HRA, supporting assessment information to satisfy statutory consultees) and the existing policies and provisions in the Warrington Borough Council Core Strategy, Third Local Transport Plan (LTP3) and other plans and strategies (see assessment tables at Chapter 5.0) should ensure that potential significant adverse effects on the integrity of all identified Natura 2000 sites are avoided.

RECOMMENDATIONS

- 6.6 Where appropriate, recommendations for further consideration, largely consisting of policy amendments and additions to the Core Strategy have been suggested to ensure that no potential significant adverse effects on site integrity will arise. The recommendations are detailed in Table 6.1 below.

Table 6.1 – Suggested Amendments to Core Strategy

Suggested Amendments to Core Strategy
<p>Recreation and Open Space</p> <p>It is recommended that consideration is given to the inclusion of a policy detailing the requirement for open and recreational space and/or Green Infrastructure provisions from developers for new housing development. For example, the policy could require the direct provision of opens space or a commuted sum payment secured by a section 106 agreement. Such provision could be dependent upon the current provision (in terms of quantity, type or both) of open and recreational space and/or Green Infrastructure in settlements/areas. For larger strategic sites identified in the Core Strategy, the provision of open and recreational space and/or Green Infrastructure would be expected to also be included in development briefs.</p>
<p>Environment and Amenity Protection</p> <p>Policy QE6 of the Warrington CS states that development will only be supported where it will not result in adverse effects on the environment of local amenity. The Council will consider the integrity of flood defences, quality of water bodies, groundwater resources, air quality, noise and vibration levels, light pollution, overlooking, overshadowing and loss of privacy, and effects on highway safety and capacity.</p> <p>The policy should be expanded to also include the consideration of effects on landscape, biodiversity and the historic environment. This policy should also be linked to ‘Environmental Impact Assessment’.</p>
<p>Environmental Impact Assessment</p> <p>A specific policy is required regarding the need for all applicants to consider whether the EIA Regulations are applicable for all relevant development proposals.</p>
<p>European Protected Sites</p> <p>Policy QE5 states that developments will not be permitted where they are likely to have adverse effects on the integrity of Natura 2000 sites in accordance with the Habitats Directive. Specific reference in the policy should be made to Natural England’s Standing Advice for Protected Species which:</p> <ul style="list-style-type: none"> ▪ Is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation; ▪ Provides a consistent level of basic advice which can be applied to any planning application that could affect protected species; ▪ Replaces some of the individual comments that Natural England has provided in the past when consulted by planning authorities on applications that potentially affect protected species; ▪ Provides advice to planners on deciding if there is a ‘reasonable likelihood’ of protected species being present; and ▪ Provides advice on survey and mitigation requirements. <p>Natural England’s aim is to support planning authorities in carrying out their statutory duties by providing a consistent set of advice that applies to all planning applications. This guidance should result in higher quality planning applications and fewer objections from Natural England (and subsequent delays to decision timetables) due to a lack of survey information. The guidance is framed around the habitats and features associated with the presence of protected species, rather than the type of development. As such, the advice can be applied to all types of development. For further detail go to:</p>

Suggested Amendments to Core Strategy
<p>http://www.naturalengland.org.uk/ourwork/planningtransportlocalgov/spatialplanning/standingadvice/default.aspx</p>
<p>Development Briefs A specific policy is required stating that development briefs for all large allocated development sites will be produced as part of the supporting Development Plan Documents (DPDs) to guide developers as to the most appropriate manner in which to develop sites including required services and infrastructure and consideration of additional facilities such as open and recreational space, Green Infrastructure and community facilities. The development briefs will also include all constraints on site (such as environmental constraints) which should be considered during the development of detailed design proposals and supporting information to accompany planning applications. Cross reference will also be made to any requirements for EIA and HRA.</p>
<p>Port Warrington Core Strategy Policy CS11 states that regard must be had to any adverse effects on sites of nature conservation importance, to ensure that these effects are avoided, mitigated or compensated as appropriate.</p> <p>It is recommended that this policy is expanded to state that development at Port Warrington will not be permitted unless it can be demonstrated that there will be no significant adverse effects on any Natura 2000 sites with specific reference to the Mersey Estuary SPA/Ramsar. The policy should also state that specific consideration should be given by developers to the potential for water pollution arising from a number of activities including but not limited to any dredging activities required to enable development to be constructed or to allow ships to navigate the waterway. Such consideration should include an assessment of the scale, duration and nature of effects of any such activities.</p>
<p>Waterside Development (to also encompass Warrington Waterfront) Consideration should be given to the inclusion of a policy for Warrington Waterfront and all waterside developments. The policy should detail minimum requirements the Council would expect to see for any such applications including but not limited to details as to how water quality will be protected and how flood risk and drainage will be managed. This policy should also link to wider policies such as 'Environment and Amenity Protection', 'EIA' and 'European Protected Sites'.</p>
<p>Liaison with United Utilities Although the United Utilities Water Resource Management Plan (September 2009) indicates otherwise, it is recommended that (if not already undertaken) discussions are held with United Utilities to discuss the proposed growth and development locations detailed in the Core Strategy. This is to ascertain whether this is likely to cause any issues with regard to sustaining a water supply and whether this would lead to any further abstraction pressures on the River Dee and Lake Bala SAC. The EA will not grant licences for abstraction that would adversely affect the nature conservation interests of the River Dee and Lake Bala SAC; therefore there may be a need to ascertain whether water would need to be sourced elsewhere to meet demand.</p>
<p>Code for Sustainable Homes It is recommended that the Council consider the implementation of a policy in the Core Strategy to implement the principles of the Code for Sustainable Homes (CSH). The CSH implements a sustainability rating system (Levels 1 to 6) to communicate the overall sustainability performance of homes across 9 categories.</p>

Suggested Amendments to Core Strategy

Category 2 (Water) aims to reduce overall water efficiency by reducing the average water consumption per person per day (in litres).

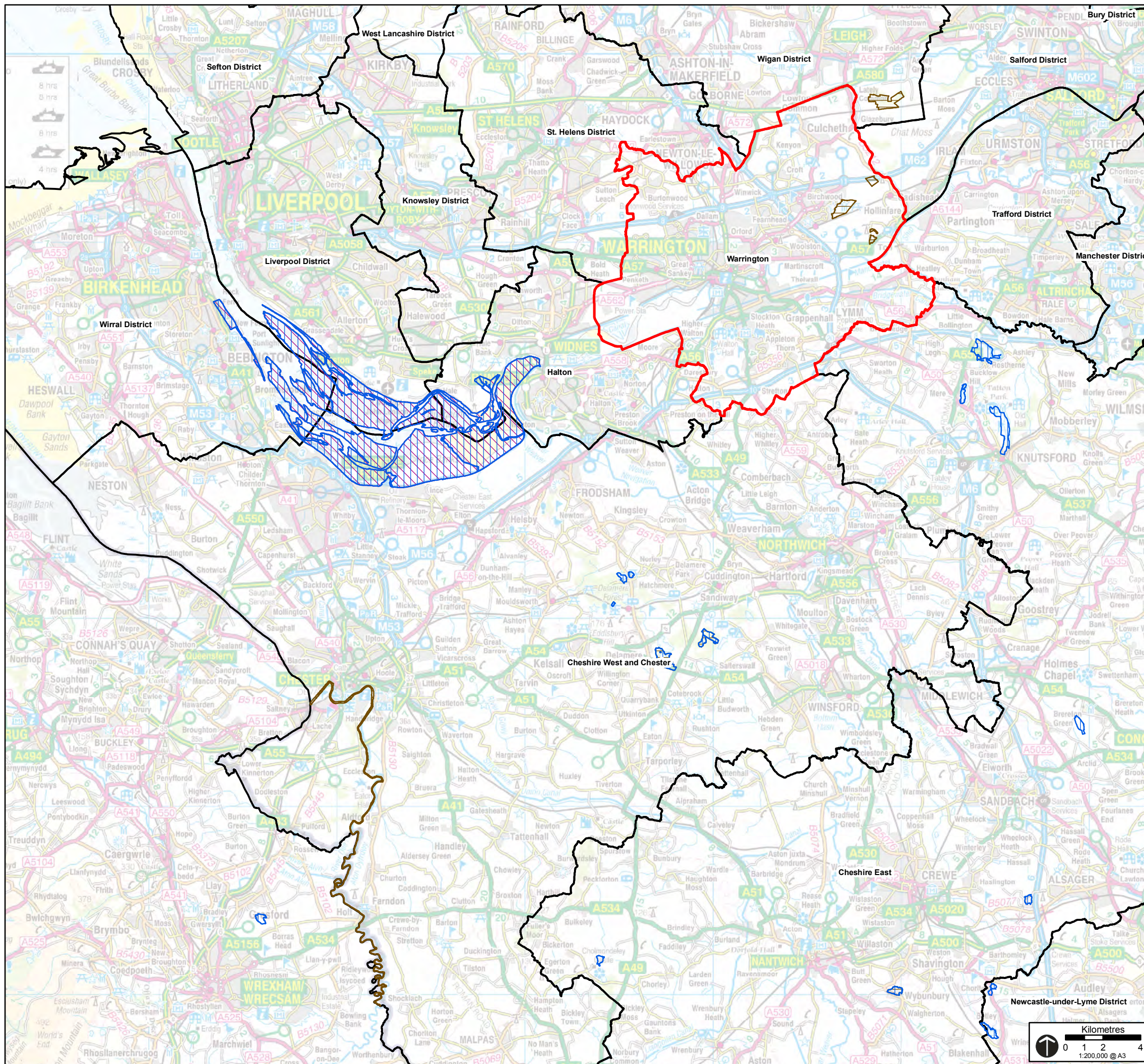
At present (and from April 2008), all new social housing in England must be built to a minimum of Code Level 3; the Code is voluntary for private housing (Greener Homes for the Future, Communities and Local Government 2008). In Wales, Planning Policy Wales requires all housing (regardless of social status) to be built to a minimum of Code Level 3 from September 2010.

Careful consideration should be had with regards the inclusion of any such policy as there are options to restrict the implementation of the CSH with regards to quantity thresholds and whether build involves the use of public funds. There is also the risk (especially considering the current economic climate) that such a policy could be seen as restrictive; this could result in developers seeking to develop sites outside of Warrington where such restrictions may not exist. Therefore, it is recommended that should such a policy be considered, it be discussed in tandem with neighbouring local authorities to agree a more sub-regional and consistent approach. As a minimum, the Core Strategy policy should aim to meet the minimum requirements set out in national policy.






CONSULTATION

- 6.7 A final draft version of this HRA AA report was sent to Natural England and the Environment Agency on 22nd November 2011 for their formal consultation responses. Responses were received by Natural England and the Environment Agency on 22nd December 2011 and 6th January 2012 respectively; both consultees agreed with the method, conclusions and recommendations of the report and confirmed that the HRA AA report conforms to the Habitats Regulations (Conservation of Habitats and Species Regulations 2010). Natural England requested minor amendments to some of the Core Strategy policy recommendations; these amendments have been incorporated into Table 6.1 above (Suggested Amendments to Core Strategy). The Environment Agency promoted the use of SUDS also agreed with the suggested Core Strategy amendments in Table 6.1.
- 6.8 Full consultation responses from Natural England and the Environment Agency can be viewed at Appendix B.

FIGURE 1
OVERVIEW OF NATURA 2000 SITES



Key

-  Warrington Borough Council Administrative Boundary
-  Local Authority Administrative Boundary
-  **RAMSAR**
Mersey Estuary (Drawing 2888.004)
Midland Meres and Mosses Phase 1 (Drawing 2888.005)
Midland Meres and Mosses Phase 2 (Drawing 2888.006)
-  **SAC**
Manchester Mosses (Drawing 2888.003)
West Midland Mosses (Drawing 2888.007)
River Dee and Bala Lake (Drawing 2888.008)
Rixton Clay Pits (Drawing 2888.009)
-  **SPA**
Mersey Estuary (Drawing 2888.004)

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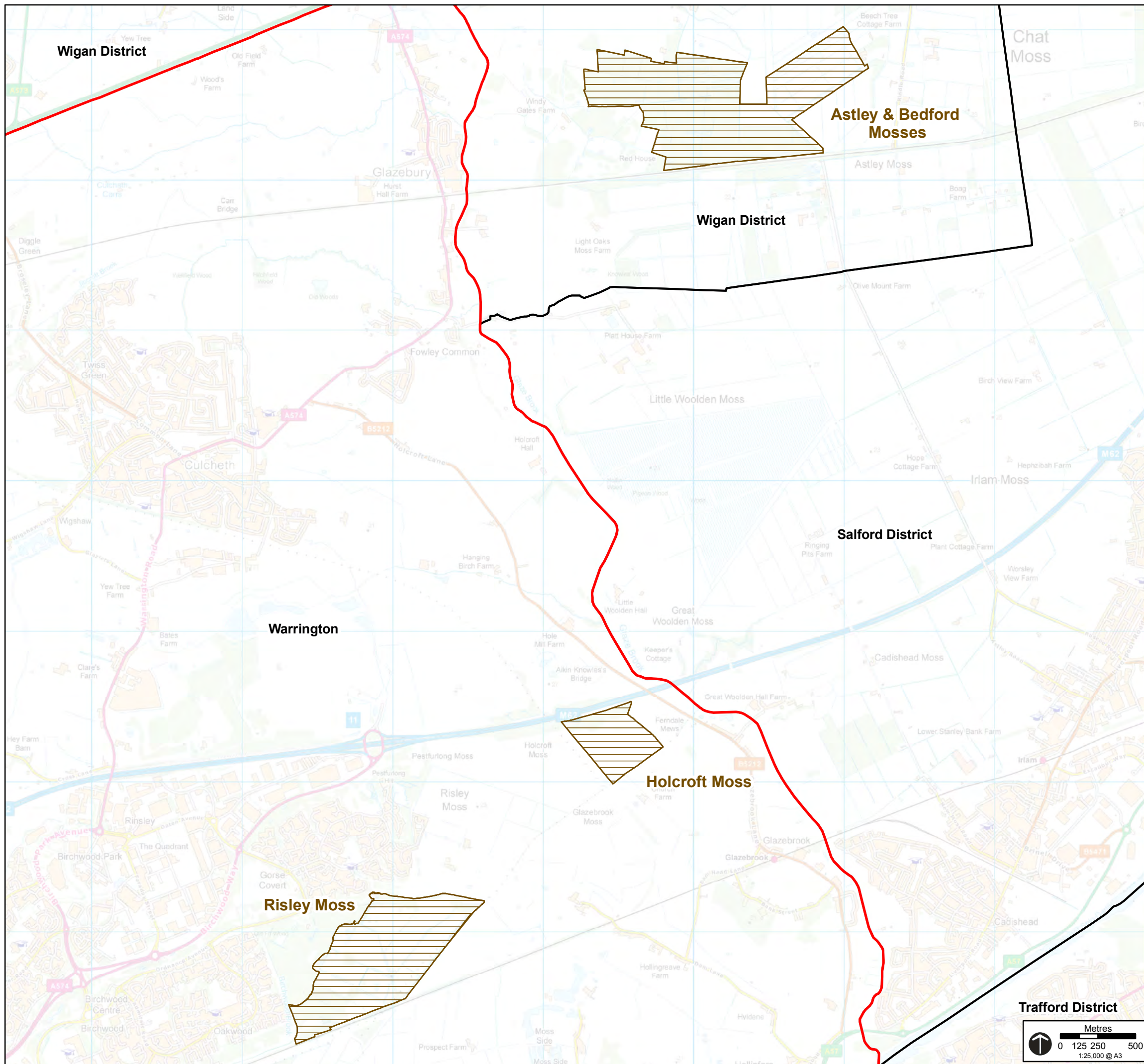



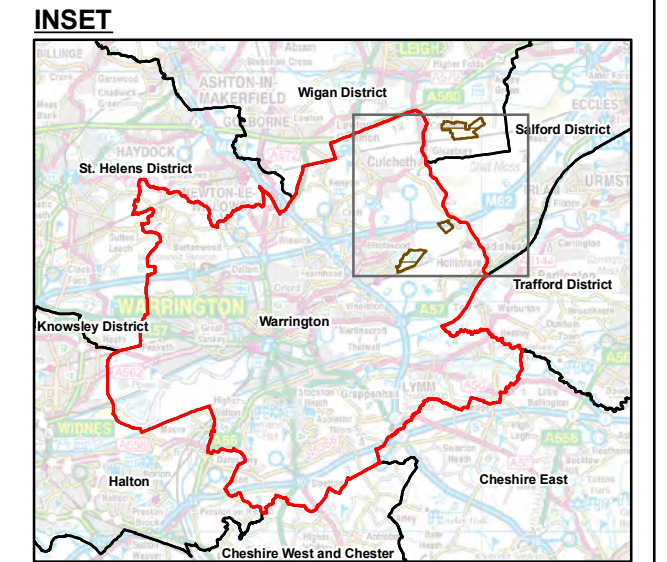
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Title: Natura 2000 Sites Overview		
Drawing No: G2888.002		
Date: 20-06-11		TEP Ref No: G2888.002
Drawn: DH	Checked: BC	Approved: IJG

FIGURE 2
MANCHESTER MOSSES SAC



Key

-  Warrington Borough Council Administrative Boundary
-  Local Authority Administrative Boundary
-  Manchester Mosses SAC



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Title: Manchester Mosses SAC		
Drawing No: G2888.003		
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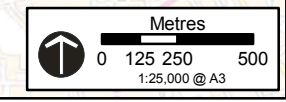
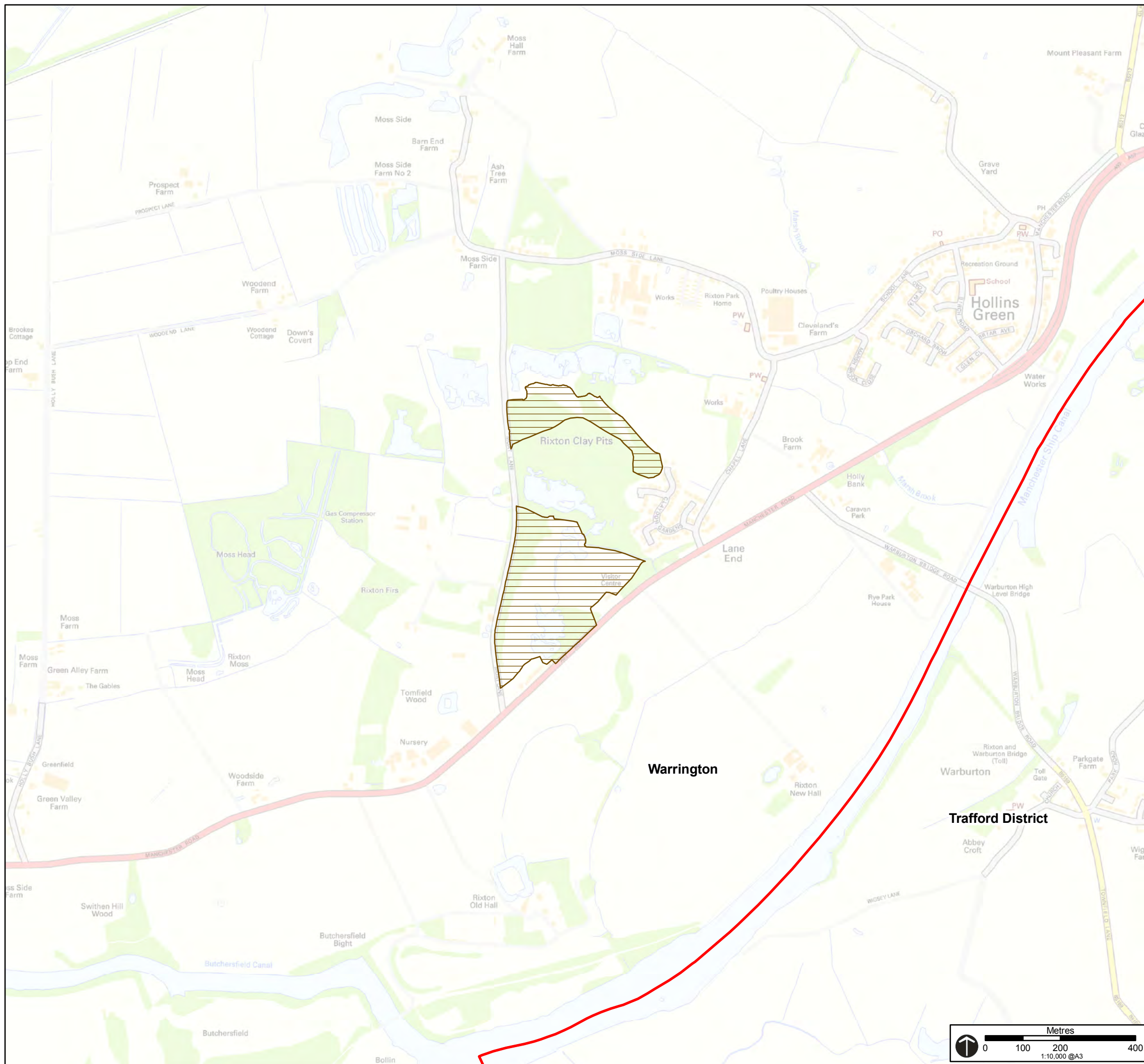



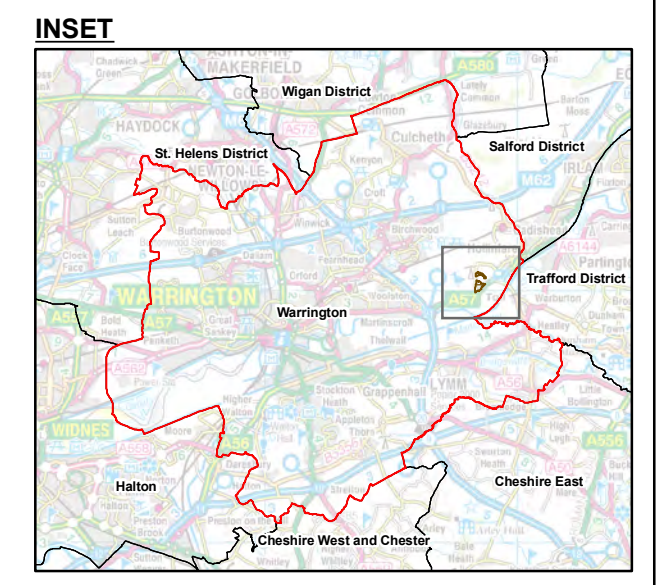


FIGURE 3
RIXTON CLAY PITS SAC



Key

-  Warrington Borough Council Administrative Boundary
-  Local Authority Administrative Boundary
-  Rixton Clay Pits SAC



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Drawing No: G2888.009		
Date: 20-06-11	TEP Ref No: G2888.009	
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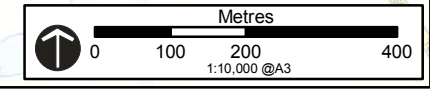
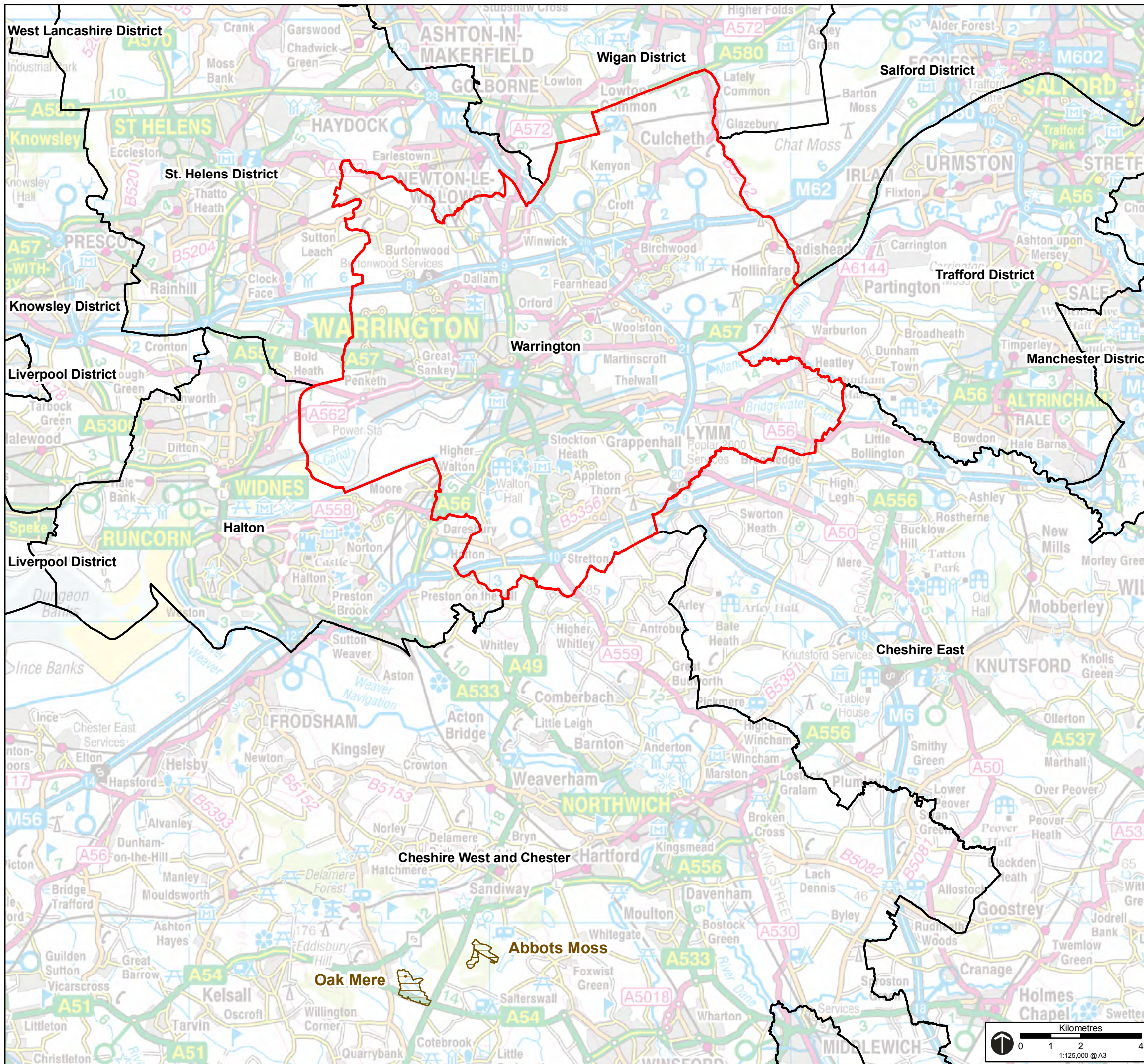


FIGURE 4
WEST MIDLAND MOSSES SAC



Key

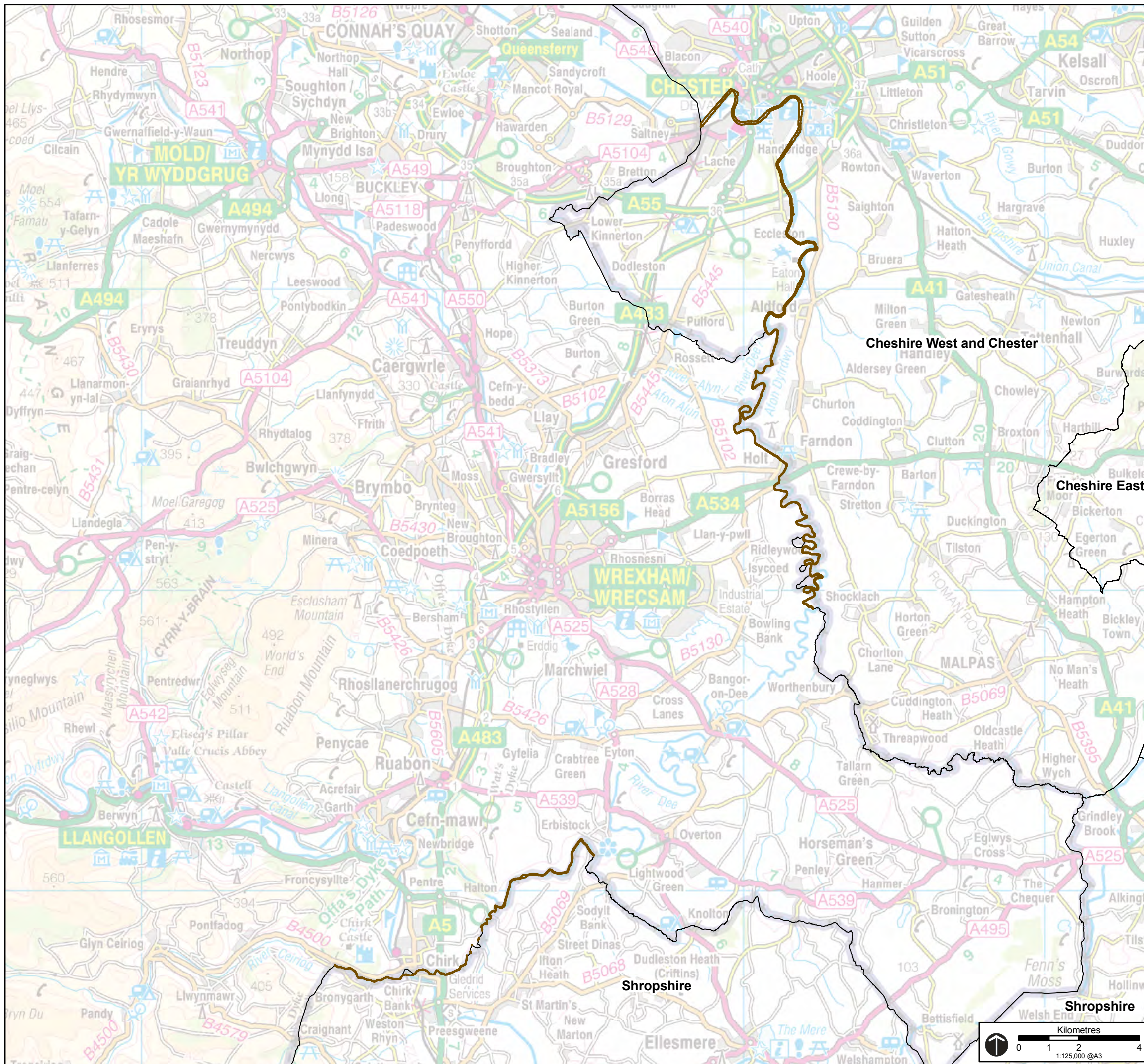
- Warrington Borough Council
- Local Authority Administrative Boundary
- West Midlands Mosses SAC

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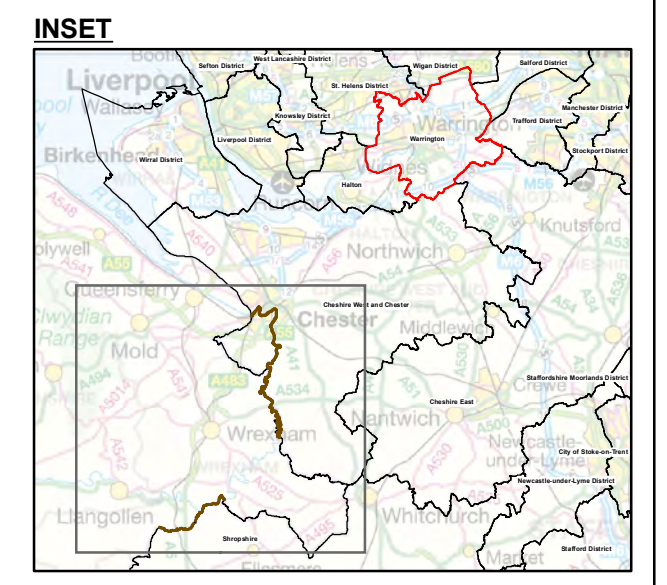
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Title: West Midlands Mosses SAC		
Drawing No: G2888.007		
Date: 20-06-11	TEP Ref No: G2888.007	
Drawn: DH	Checked: BC	Approved: IJG

FIGURE 5
RIVER DEE AND LAKE BALA SAC



Key

-  Warrington Borough Council Administrative Boundary
-  Local Authority Administrative Boundary
-  River Dee and Bala Lake SAC



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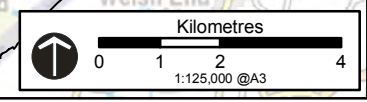
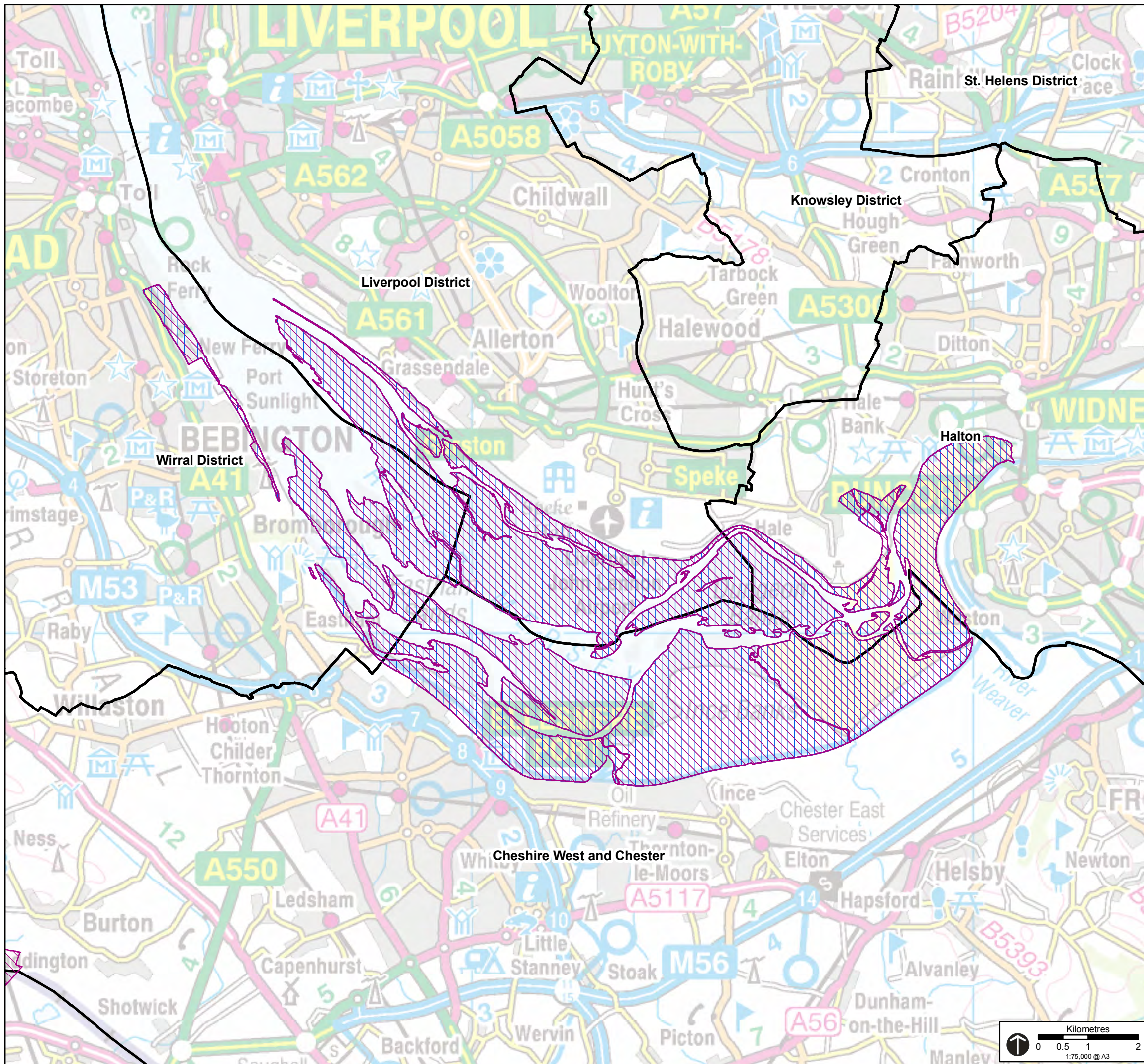




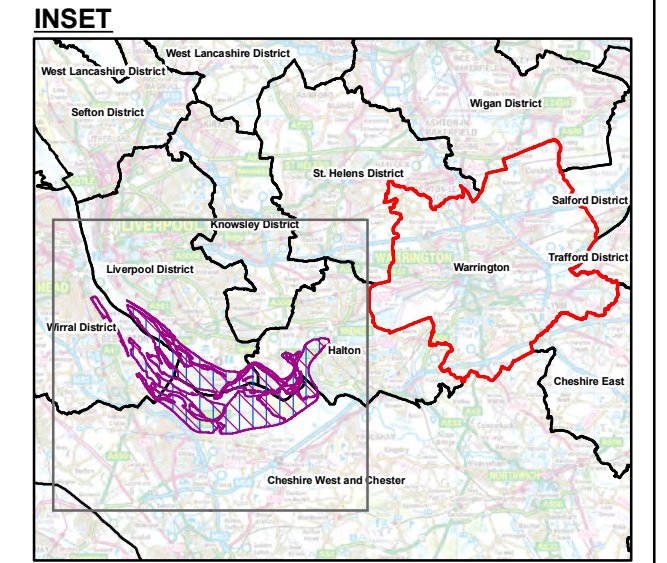


FIGURE 6
MERSEY ESTUARY SPA/RAMSAR



Key

-  Warrington Borough Council Administrative Boundary
-  Local Authority Administrative Boundary
-  Mersey Estuary Ramsar
-  Mersey Estuary SPA

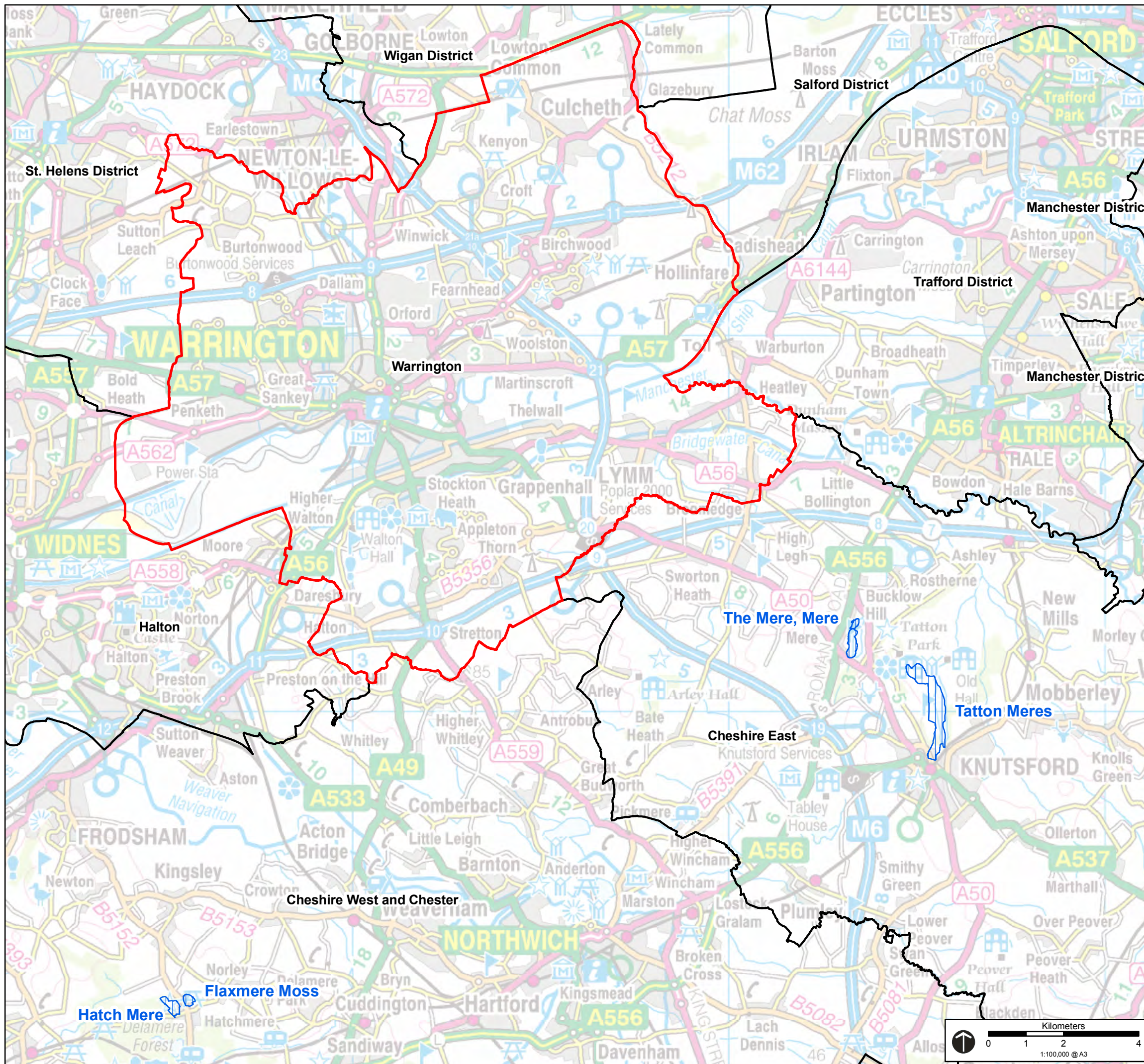


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

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Title: Mersey Estuary SPA and Ramsar		
Drawing No: G2888.004		
Date: 20-06-11	TEP Ref No: G2888.004	
Drawn: DH	Checked: BC	Approved: IJG

FIGURE 7
MIDLAND MERES AND MOSSES PHASE 1 RAMSAR



Key

-  Warrington Borough Council Administrative Boundary
-  Local Authority Administrative Boundary
-  Midland Meres and Mosses Phase 1 Ramsar

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Title: Midland Meres and Mosses Phase 1 Ramsar		
Drawing No: G2888.005		
Date: 20-06-11	TEP Ref No: G2888.005	
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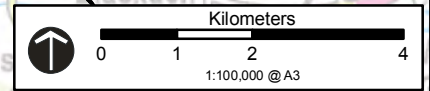
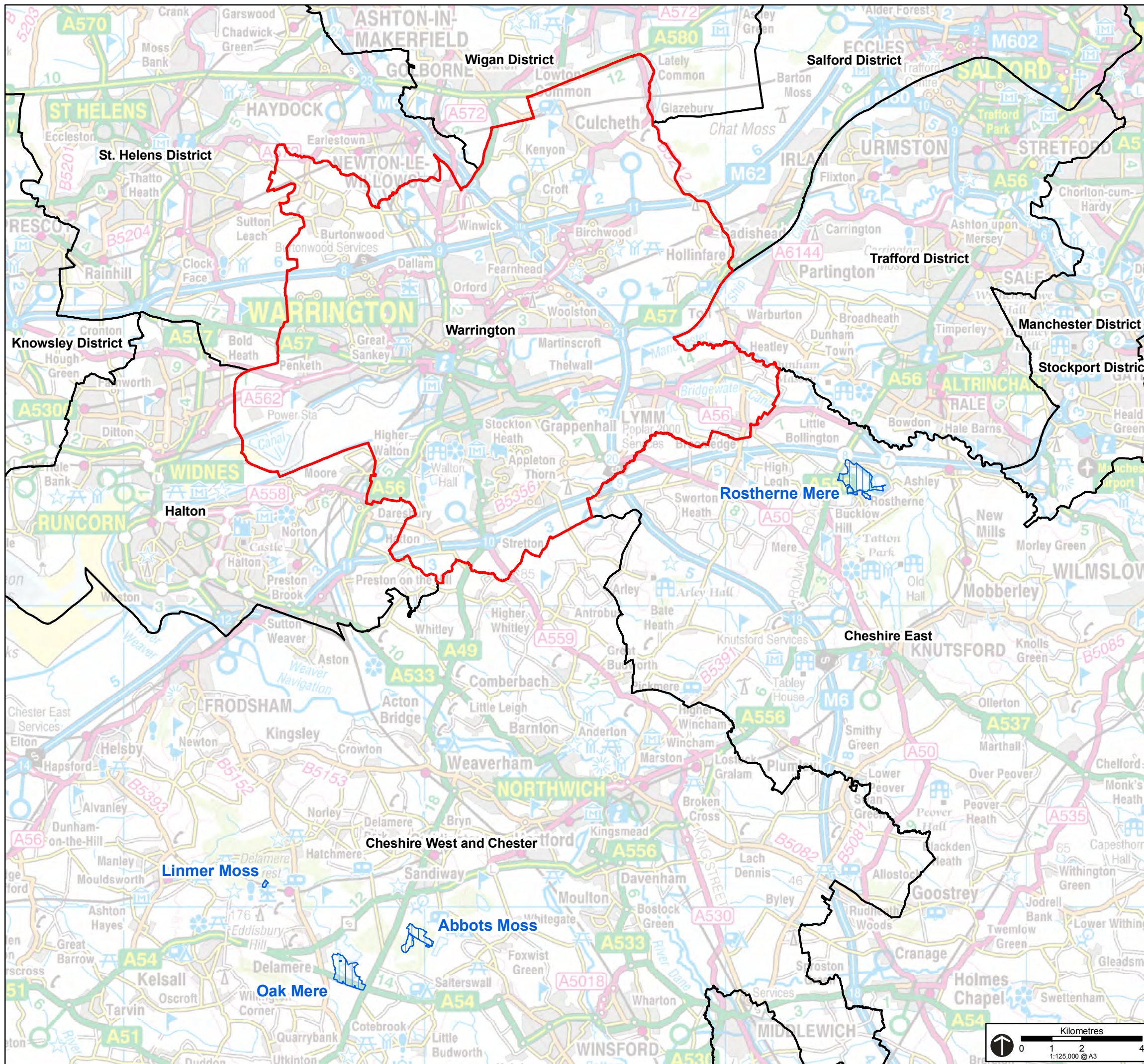





FIGURE 8
MIDLAND MERES AND MOSSES PHASE 2 RAMSAR



Key

-  Warrington Borough Council Administrative Boundary
-  Local Authority Administrative Boundary
-  Midland Meres and Mosses Phase 2 Ramsar

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Title: Midland Meres and Mosses Phase 2 Ramsar		
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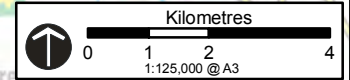
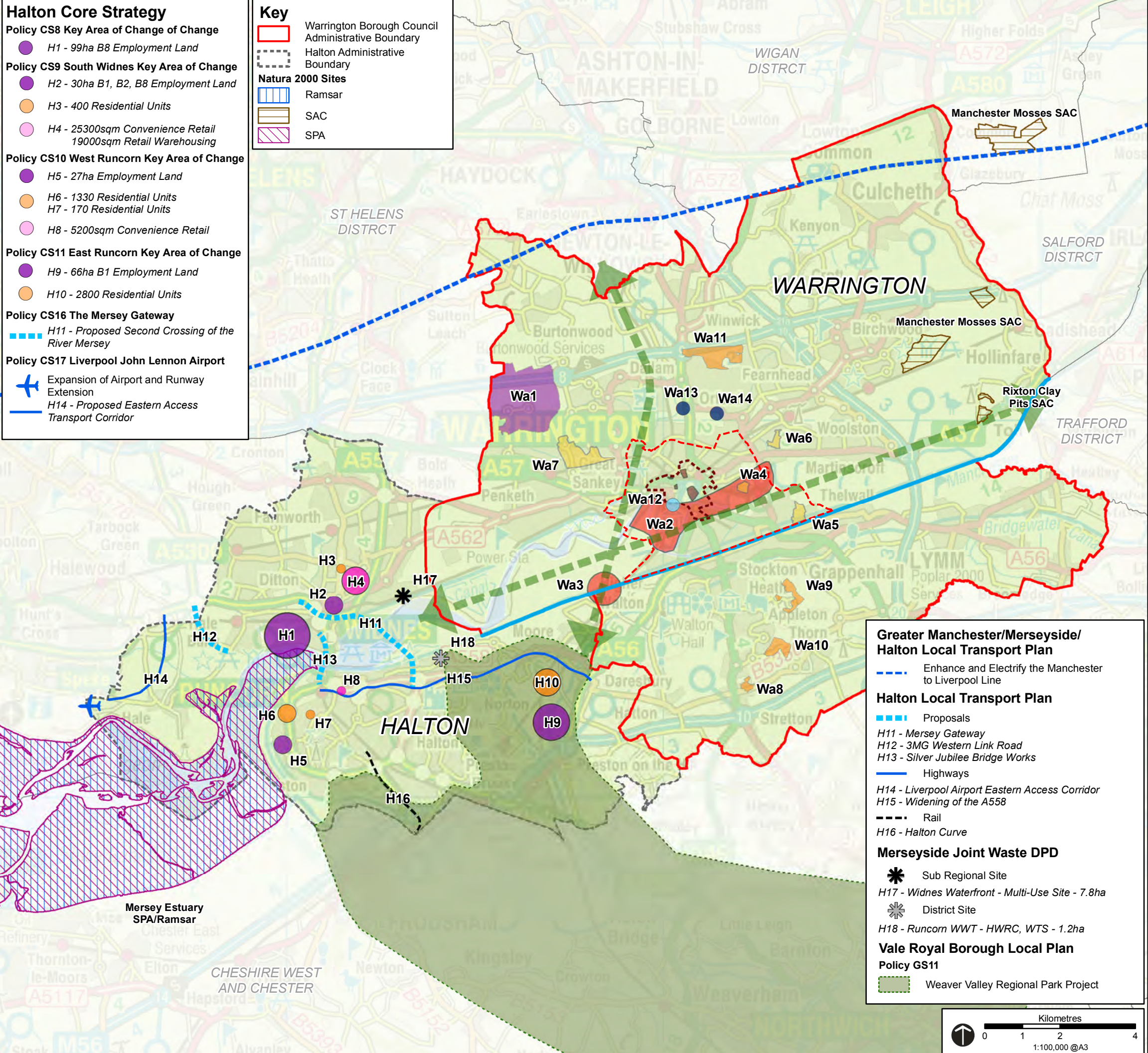


FIGURE 9
HALTON/WARRINGTON – FUTURE DEVELOPMENT

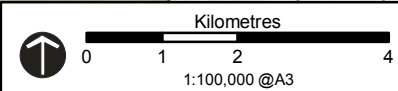
- ### Halton Core Strategy
- Policy CS8 Key Area of Change of Change**
- H1 - 99ha B8 Employment Land
- Policy CS9 South Widnes Key Area of Change**
- H2 - 30ha B1, B2, B8 Employment Land
 - H3 - 400 Residential Units
 - H4 - 25300sqm Convenience Retail
19000sqm Retail Warehousing
- Policy CS10 West Runcorn Key Area of Change**
- H5 - 27ha Employment Land
 - H6 - 1330 Residential Units
 - H7 - 170 Residential Units
 - H8 - 5200sqm Convenience Retail
- Policy CS11 East Runcorn Key Area of Change**
- H9 - 66ha B1 Employment Land
 - H10 - 2800 Residential Units
- Policy CS16 The Mersey Gateway**
- H11 - Proposed Second Crossing of the River Mersey
- Policy CS17 Liverpool John Lennon Airport**
- Expansion of Airport and Runway Extension
 - H14 - Proposed Eastern Access Transport Corridor

Key

- Warrington Borough Council Administrative Boundary
- Halton Administrative Boundary
- Natura 2000 Sites**
- Ramsar
- SAC
- SPA



- ### Greater Manchester/Merseyside/ Halton Local Transport Plan
- Enhance and Electrify the Manchester to Liverpool Line
- ### Halton Local Transport Plan
- Proposals
 - H11 - Mersey Gateway
 - H12 - 3MG Western Link Road
 - H13 - Silver Jubilee Bridge Works
 - Highways
 - H14 - Liverpool Airport Eastern Access Corridor
 - H15 - Widening of the A558
 - Rail
 - H16 - Halton Curve
- ### Merseyside Joint Waste DPD
- Sub Regional Site
 - H17 - Widnes Waterfront - Multi-Use Site - 7.8ha
 - District Site
 - H18 - Runcorn WWT - HWRC, WTS - 1.2ha
- ### Vale Royal Borough Local Plan Policy GS11
- Weaver Valley Regional Park Project



- ### Warrington Core Strategy
- Policy CS5 - Overall Spatial Strategy - Strategic Green Links**
- Strategic Green Link
- Policy CS6 - Strategic Location - The Town Centre**
- Town Centre Area
 - Town Centre Strategic Sites
- Policy CS7 - Strategic Location - Omega & Lingley Mere**
- Wa1 - Omega, 133ha of employment
- Policy CS8 - Strategic Location - Inner Warrington Area**
- Inner Warrington Area
 - 60% of total housing - 6300 houses
- Policy CS10/CS11 - Strategic Opportunity**
- Wa2 - Waterfront & Arpley Meadows
 - Wa3 - Port Warrington
- Key Housing Locations**
- Wa4 - Farrell Street, 9ha, 372 houses
 - Wa5 - New World, 23ha, 810 houses
 - Wa6 - Bruche, Former Police Training Centre, 9ha, 300 houses
 - Wa7 - Chapelford Village, 51ha, 1414 houses
- Policy CS9 - Strategic Housing Locations**
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 - Wa9 - Grappenhall Heys, 21ha, 573 houses
 - Wa10 - Appleton Cross, 22ha, 400 houses
 - Wa11 - Peel Hall Farm, 61ha, 1400 houses
- Arpley Chord**
- Wa12 - Arpley Chord Infrastructure Project
- Warrington Local Transport Plan LTP3 Programme Projects**
- Wa13 - A49 Winwick Road/A50 Long Lane
 - Wa14 - Orford Park/Greenways
- Policy MT6 - Encourage Use of Inland Waterways for Freight**
- MT6 - Encourage Use of Inland Waterways for Freight

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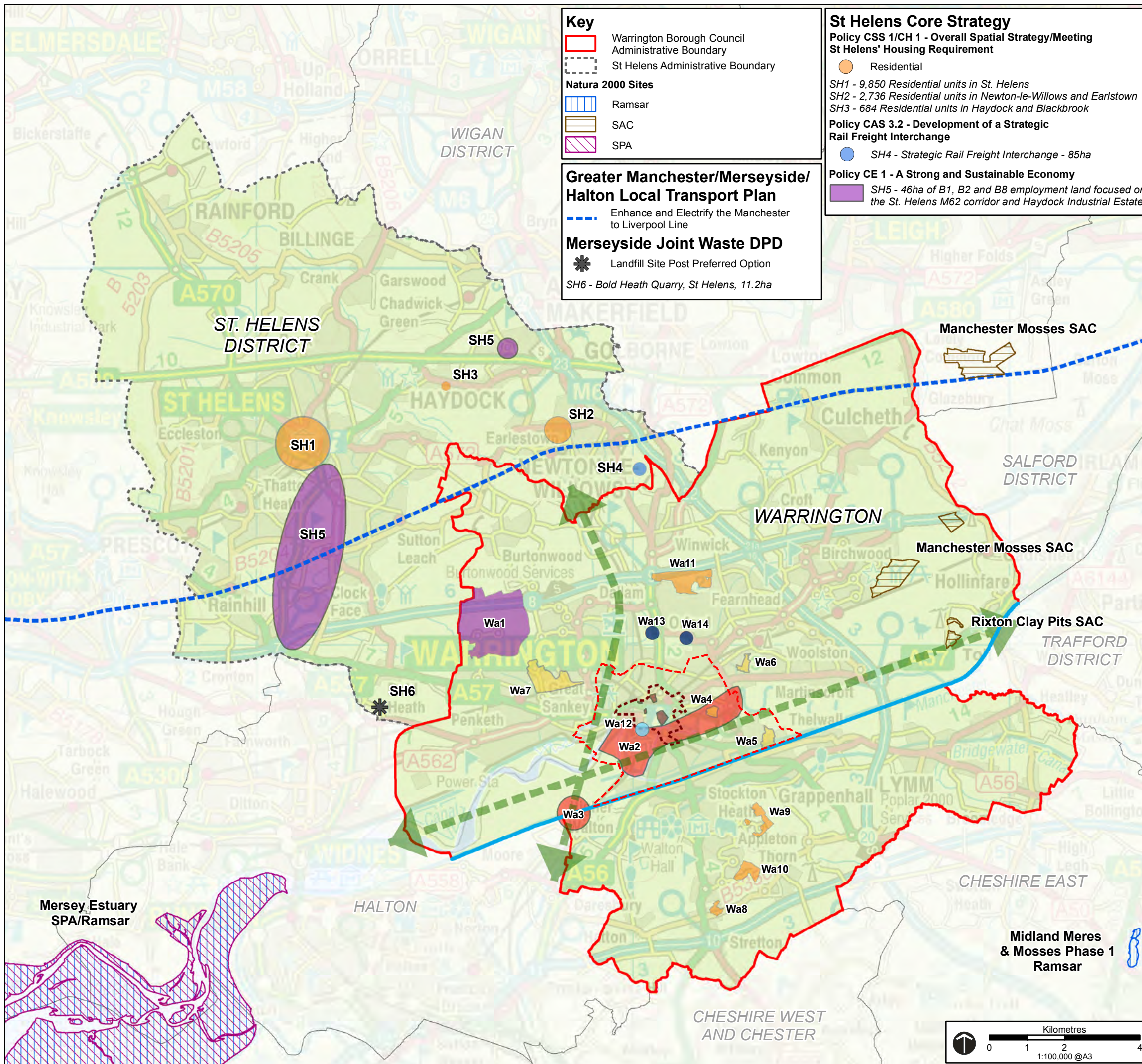
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FIGURE 10
ST HELENS/WARRINGTON – FUTURE DEVELOPMENT



Key

- Warrington Borough Council Administrative Boundary
- St Helens Administrative Boundary

Natura 2000 Sites

- Ramsar
- SAC
- SPA

Greater Manchester/Merseyside/Halton Local Transport Plan

- Enhance and Electrify the Manchester to Liverpool Line

Merseyside Joint Waste DPD

- Landfill Site Post Preferred Option

SH6 - Bold Heath Quarry, St Helens, 11.2ha

St Helens Core Strategy

Policy CSS 1/CH 1 - Overall Spatial Strategy/Meeting St Helens' Housing Requirement

- Residential

SH1 - 9,850 Residential units in St. Helens
 SH2 - 2,736 Residential units in Newton-le-Willows and Earlestown
 SH3 - 684 Residential units in Haydock and Blackbrook

Policy CAS 3.2 - Development of a Strategic Rail Freight Interchange

- SH4 - Strategic Rail Freight Interchange - 85ha

Policy CE 1 - A Strong and Sustainable Economy

- SH5 - 46ha of B1, B2 and B8 employment land focused on the St. Helens M62 corridor and Haydock Industrial Estate

Warrington Core Strategy

Policy CS5 - Overall Spatial Strategy - Strategic Green Links

- Strategic Green Link

Policy CS6 - Strategic Location - The Town Centre

- Town Centre Area
- Town Centre Strategic Sites

Policy CS7 - Strategic Location - Omega & Lingley Mere

- Wa1 - Omega, 133ha of employment land

Policy CS8 - Strategic Location - Inner Warrington Area

- Inner Warrington Area

60% of total housing - 6300 houses

Policy CS10/CS11 - Strategic Opportunity

- Wa2 - Waterfront & Arpley Meadows
- Wa3 - Port Warrington

Key Housing Locations

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- Wa11 - Peel Hall Farm, 61ha, 1400 houses

Arpley Chord

- Wa12 - Arpley Chord Infrastructure Project

Warrington Local Transport Plan

LTP3 Programme Projects

- Wa13 - A49 Winwick Road/A50 Long Lane
- Wa14 - Orford Park/Greenways

Policy MT6 - Encourage Use of Inland Waterways for Freight

- MT6 - Encourage Use of Inland Waterways for Freight

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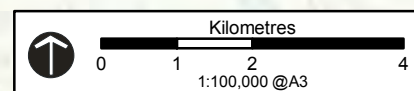


FIGURE 11
WIGAN/WARRINGTON – FUTURE DEVELOPMENT

Wigan Core Strategy

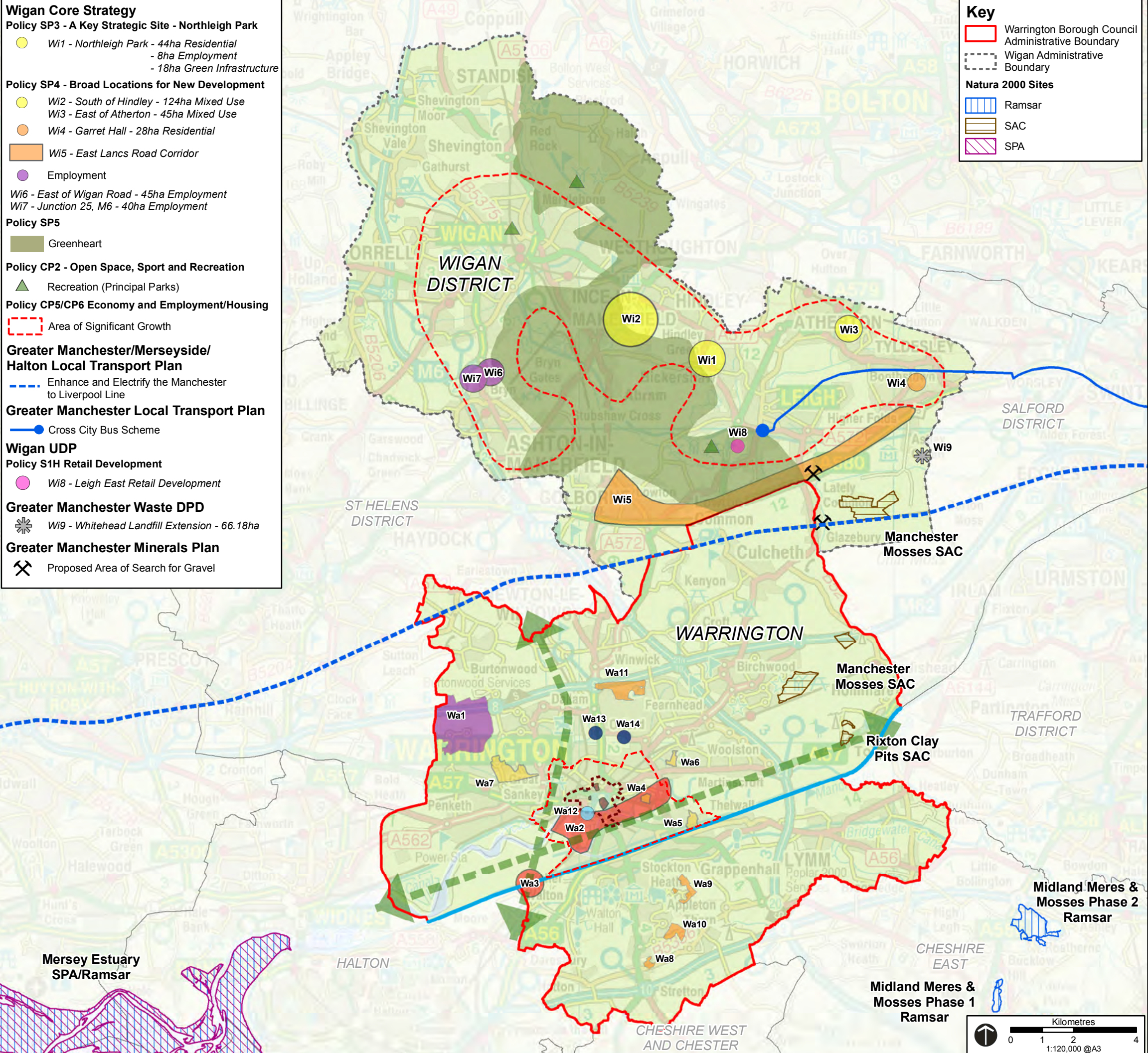
- Policy SP3 - A Key Strategic Site - Northleigh Park**
- Wi1 - Northleigh Park - 44ha Residential
- 8ha Employment
- 18ha Green Infrastructure
- Policy SP4 - Broad Locations for New Development**
- Wi2 - South of Hindley - 124ha Mixed Use
 - Wi3 - East of Atherton - 45ha Mixed Use
 - Wi4 - Garret Hall - 28ha Residential
 - Wi5 - East Lancs Road Corridor
 - Employment
- Wi6 - East of Wigan Road - 45ha Employment
Wi7 - Junction 25, M6 - 40ha Employment
- Policy SP5**
- Greenheart
- Policy CP2 - Open Space, Sport and Recreation**
- ▲ Recreation (Principal Parks)
- Policy CP5/CP6 Economy and Employment/Housing**
- Area of Significant Growth
- Greater Manchester/Merseyside/Halton Local Transport Plan**
- Enhance and Electrify the Manchester to Liverpool Line
- Greater Manchester Local Transport Plan**
- Cross City Bus Scheme
- Wigan UDP**
- Policy S1H Retail Development**
- Wi8 - Leigh East Retail Development
- Greater Manchester Waste DPD**
- ✱ Wi9 - Whitehead Landfill Extension - 66.18ha
- Greater Manchester Minerals Plan**
- ⚡ Proposed Area of Search for Gravel

Key

- ▭ Warrington Borough Council Administrative Boundary
- ▭ Wigan Administrative Boundary

Natura 2000 Sites

- ▭ Ramsar
- ▭ SAC
- ▭ SPA



Warrington Core Strategy

- Policy CS5 - Overall Spatial Strategy - Strategic Green Links**
- Strategic Green Link
- Policy CS6 - Strategic Location - The Town Centre**
- Town Centre Area
 - Town Centre Strategic Sites
- Policy CS7 - Strategic Location - Omega & Lingley Mere**
- Wa1 - Omega, 133ha of employment land
- Policy CS8 - Strategic Location - Inner Warrington Area**
- Inner Warrington Area
 - 60% of total housing - 6300 houses
- Policy CS10/CS11 - Strategic Opportunity**
- Wa2 - Waterfront & Arpley Meadows
 - Wa3 - Port Warrington
- Key Housing Locations**
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 - Wa11 - Peel Hall Farm, 61ha, 1400 houses
- Arpley Chord**
- Wa12 - Arpley Chord Infrastructure Project
- Warrington Local Transport Plan**
- LTP3 Programme Projects**
- Wa13 - A49 Winwick Road/A50 Long Lane
 - Wa14 - Orford Park/Greenways
- Policy MT6 - Encourage Use of Inland Waterways for Freight**
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- Wigan Replacement Unitary Development Plan (April 2006)
- Merseyside Third Local Transport Plan
- Greater Manchester Third Local Transport Plan 2011/2012 - 2015/2016
- Halton Third Local Transport Plan 2011/2012 - 2025/2026
- Greater Manchester Waste Development Plan Document
- Greater Manchester Minerals Plan Development Plan Document Preferred Approach (October 2010)

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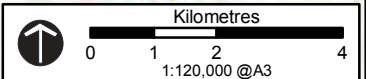


FIGURE 12
SALFORD/WARRINGTON – FUTURE DEVELOPMENT

Salford Core Strategy

Policy E1 - Employment

- Regionally Significant Sites
 - Sa1 - Media City UK - 170000sqm
 - Sa2 - Salford Central - 150000sqm
 - Sa3 - Greengate - 100000sqm
 - Sa4 - Barton Multi-Modal Freight Interchange
- Sub-Regionally Significant Sites
 - Sa5 - Ordsall Waterfront - 50000sqm
 - Sa6 - The Crescent - 30000sqm
 - Sa7 - Innovation Park Expansion
 - Sa8 - Cutacre - 100000sqm
 - Sa9 - Barton - 400000sqm

Policy H1 - Scale and Distribution of Housing development

- Housing Areas (see separate Inset)

Policy T1

- Electrify and Enhance the Manchester - Eccles - Liverpool Line and Construct Electrified Rail Spur at Barton Interchange Facility

Policy T6

- Hard Shoulder Running Scheme

Policy T7

- Increased Freight Movements Along the Manchester Ship Canal

Policy T8

- Development of City Airport, Manchester

Policy GB3

- Chat Moss Heartland

Greater Manchester/Merseyside/Halton Local Transport Plan

- Enhance and Electrify the Manchester to Liverpool Line

Greater Manchester Local Transport Plan

- Cross City Bus Scheme
- Metrolink Extension to Trafford Park/Trafford Centre/City of Salford Stadium and Port Salford

Greater Manchester Waste DPD

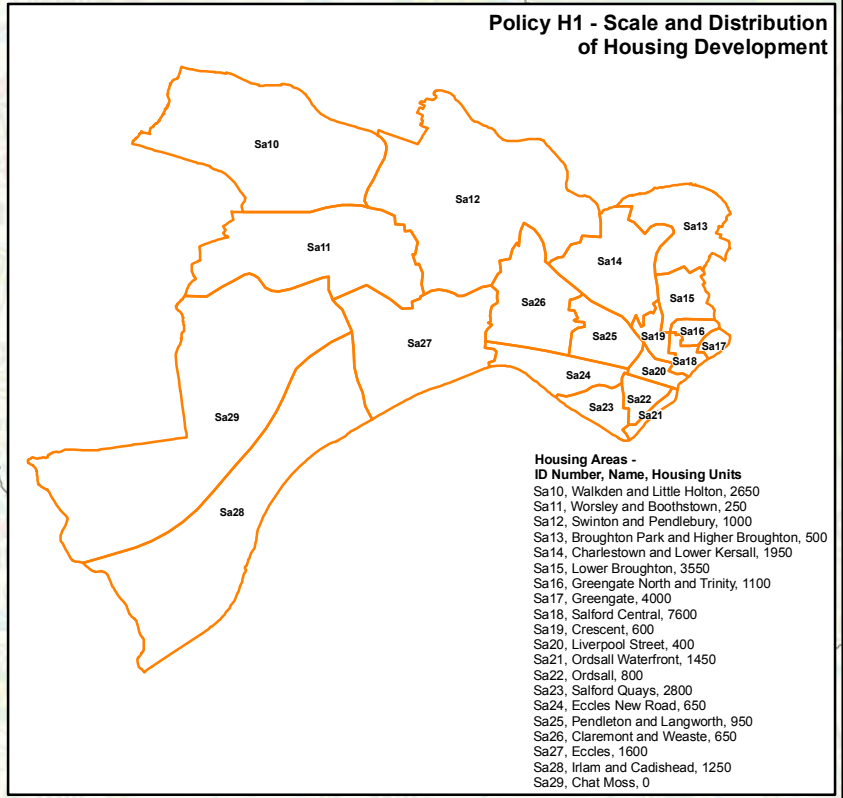
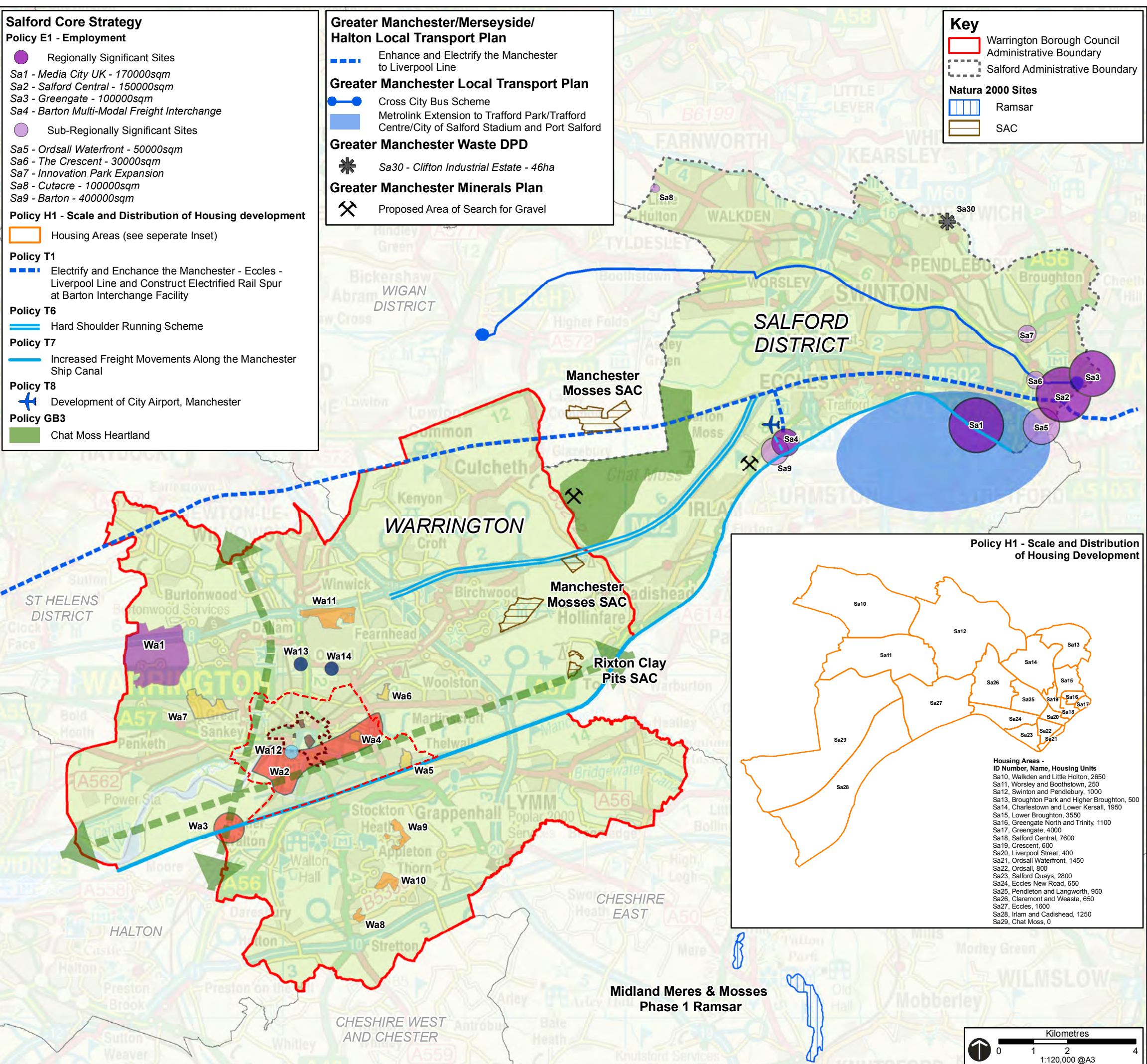
- Sa30 - Clifton Industrial Estate - 46ha

Greater Manchester Minerals Plan

- Proposed Area of Search for Gravel

Key

- Warrington Borough Council Administrative Boundary
- Salford Administrative Boundary
- Natura 2000 Sites
 - Ramsar
 - SAC



Warrington Core Strategy

Policy CS5 - Overall Spatial Strategy - Strategic Green Links

- Strategic Green Link

Policy CS6 - Strategic Location - The Town Centre

- Town Centre Area
- Town Centre Strategic Sites

Policy CS7 - Strategic Location - Omega & Lingley Mere

- Wa1 - Omega, 133ha of employment land

Policy CS8 - Strategic Location - Inner Warrington Area

- Inner Warrington Area

60% of total housing - 6300 houses

Policy CS10/CS11 - Strategic Opportunity

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Arpley Chord

- Wa12 - Arpley Chord Infrastructure Project

Warrington Local Transport Plan

LTP3 Programme Projects

- Wa13 - A49 Winwick Road/A50 Long Lane
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Policy MT6 - Encourage Use of Inland Waterways for Freight

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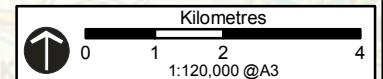
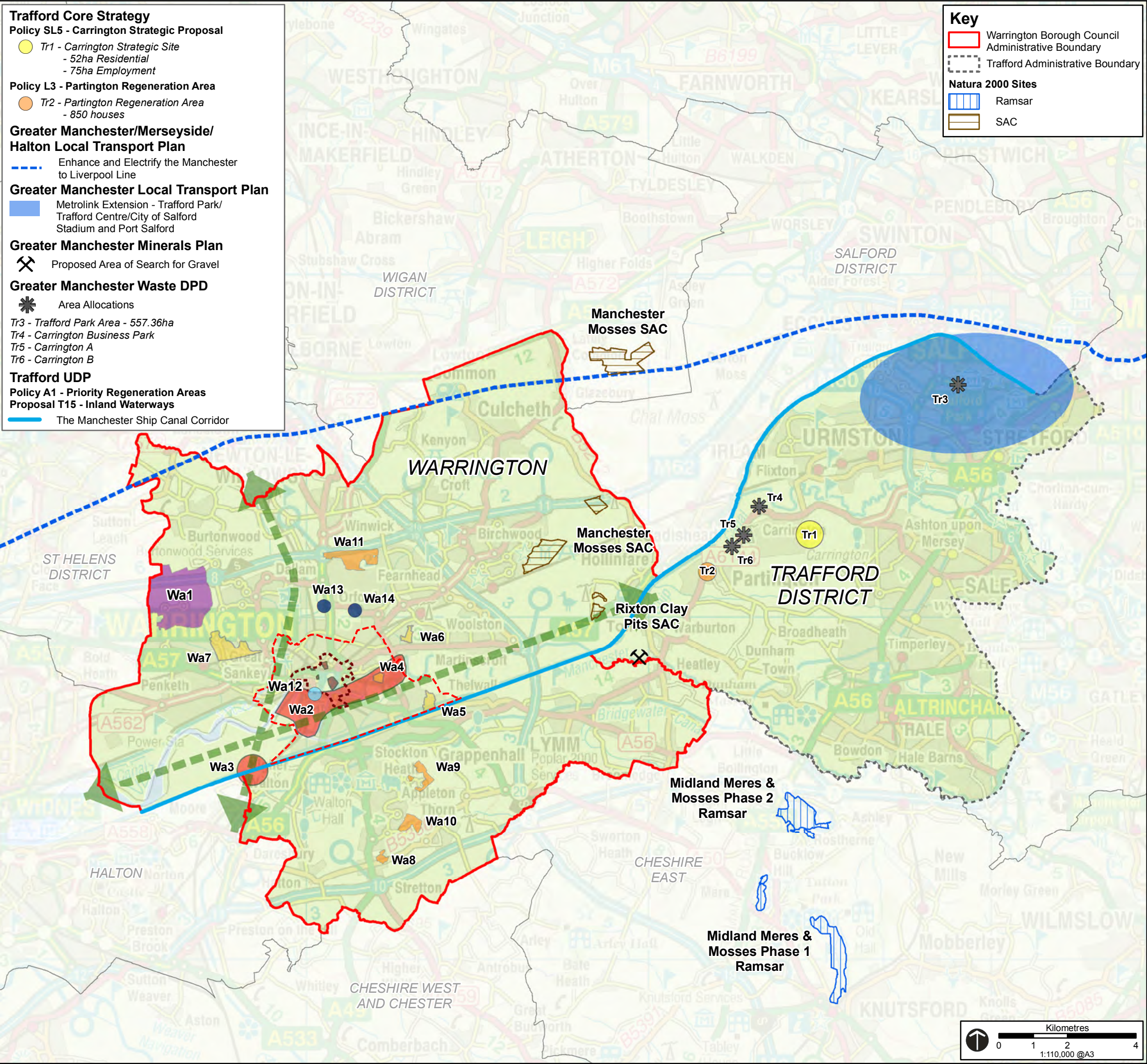


FIGURE 13
TRAFFORD/WARRINGTON – FUTURE DEVELOPMENT



- Trafford Core Strategy**
Policy SL5 - Carrington Strategic Proposal
 ● Tr1 - Carrington Strategic Site
 - 52ha Residential
 - 75ha Employment
- Policy L3 - Partington Regeneration Area**
 ● Tr2 - Partington Regeneration Area
 - 850 houses
- Greater Manchester/Merseyside/Halton Local Transport Plan**
 - Enhance and Electrify the Manchester to Liverpool Line
- Greater Manchester Local Transport Plan**
 - Metrolink Extension - Trafford Park/Trafford Centre/City of Salford Stadium and Port Salford
- Greater Manchester Minerals Plan**
 ✖ Proposed Area of Search for Gravel
- Greater Manchester Waste DPD**
 ✖ Area Allocations
 Tr3 - Trafford Park Area - 557.36ha
 Tr4 - Carrington Business Park
 Tr5 - Carrington A
 Tr6 - Carrington B
- Trafford UDP**
Policy A1 - Priority Regeneration Areas
Proposal T15 - Inland Waterways
 - The Manchester Ship Canal Corridor

Key

- Warrington Borough Council Administrative Boundary
- Trafford Administrative Boundary

Natura 2000 Sites

- Ramsar
- SAC

- Warrington Core Strategy**
Policy CS5 - Overall Spatial Strategy - Strategic Green Links
 ■ Strategic Green Link
- Policy CS6 - Strategic Location - The Town Centre**
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- Policy CS7 - Strategic Location - Omega & Lingley Mere**
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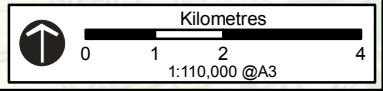


FIGURE 14
CHESHIRE EAST/WARRINGTON - FUTURE DEVELOPMENT

Cheshire East Core Strategy
Strategic Spatial Option 1 with High Growth (over 20 years)

- Principal Towns
- CE1 - Crewe - 2817 Houses, 1673 jobs
- CE2 - Macclesfield - 11583 houses, 6877 jobs
- Key Service Centres
- CE3 - Poynton
- CE4 - Handforth
- CE5 - Wilmslow
- CE6 - Knutsford
- CE7 - Congleton
- CE8 - Middlewich
- CE9 - Sandbach
- CE10 - Alsager
- CE11 - Nantwich
- Major Employment Sites
- CE12 - South Macclesfield Development Area - 22ha
- CE13 - Mid-Point 18 - 53ha
- CE14 - Basford East - 43ha
- CE15 - Basford West - 55ha
- Area of Significant Growth
- Area of Limited Growth

Cheshire East Local Transport Plan

- Strategic Partnerships for Economic Growth
- CE16 - A556 Road Improvements between M6 and M56
- CE17 - Middlewich Eastern Bypass
- CE18 - Middlewich Railway
- CE19 - Crewe Green Link Road

Greater Manchester/Merseyside/Halton Local Transport Plan

- Enhance and Electrify the Manchester to Liverpool Line

Cheshire Replacement Waste Local Plan

- Proposed Waste Sites
- CE20 - Parkgate Industrial Estate, Knutsford
- CE21 - Pym's Lane, Crewe
- CE22 - Pym's Lane East, Crewe
- CE23 - Radnor Park, Congleton
- CE24 - Cledford Lane, Middlewich
- CE25 - Clayhanger Hall Farm, Crewe

Cheshire Replacement Minerals Local Plan

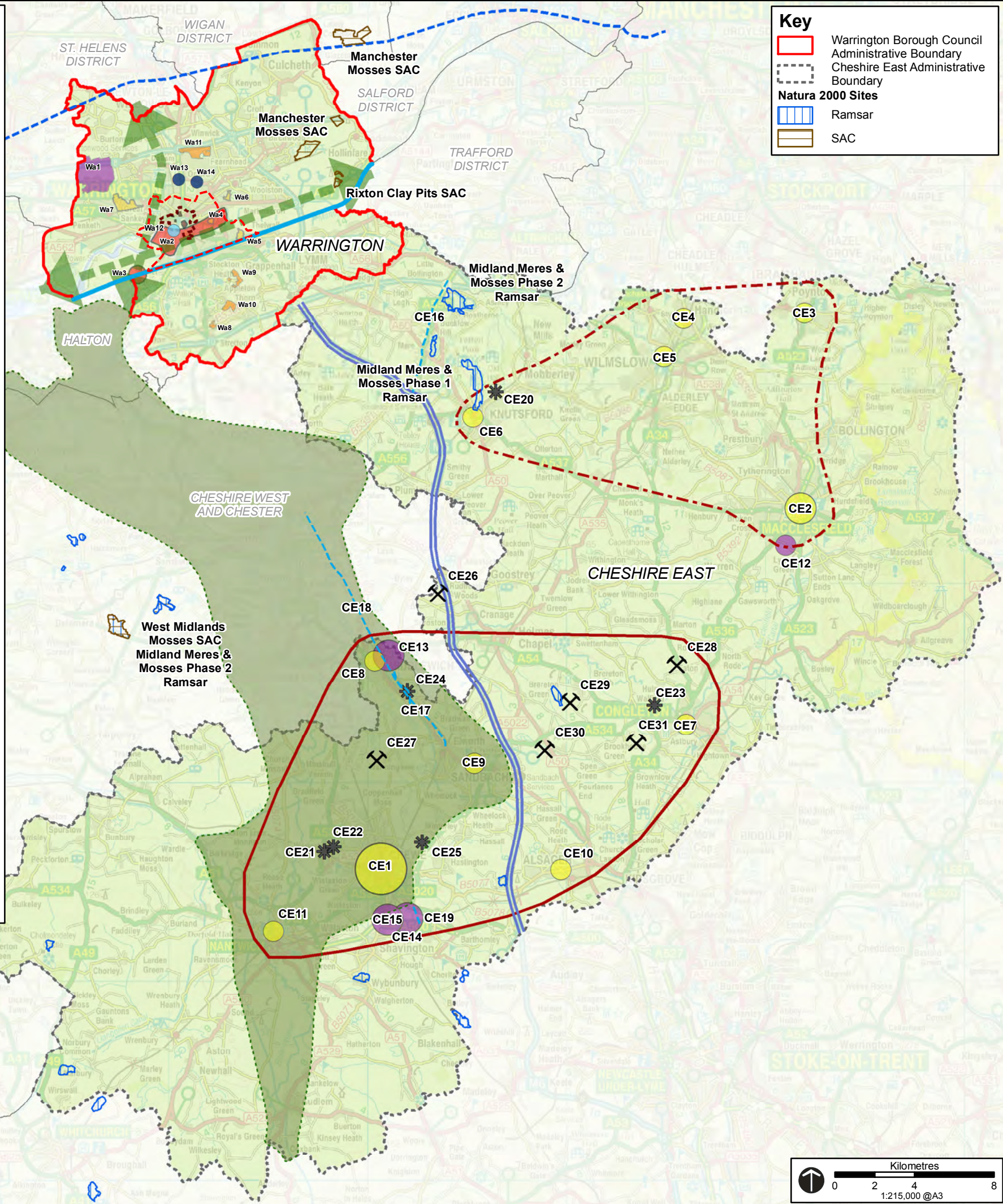
- Preferred Extension Areas
- CE26 - Preferred Extension to Controlled Brinefield
- CE27 - Preferred Extension to Controlled Brinefield
- CE28 - Preferred Extension to Existing Silica Sand Quarry
- CE29 - Preferred Extension to Existing Silica Sand Quarry
- CE30 - Preferred Extension to Existing Silica Sand Quarry
- CE31 - Preferred Extension to Existing Silica Sand Quarry

Macclesfield Borough Local Plan
Policy T7

- M6 Widening Scheme

Vale Royal Borough Local Plan
Policy GS11

- Weaver Valley Regional Park Project



Key

- Warrington Borough Council Administrative Boundary
- Cheshire East Administrative Boundary
- Natura 2000 Sites
- Ramsar
- SAC

Warrington Core Strategy

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- Cheshire East Council LDF Core Strategy: Issues and Options Paper (November 2010)
- Cheshire East Local Transport Plan Final Strategy 2011 - 2026
- Cheshire Replacement Waste Local Plan (2007)
- Cheshire Replacement Minerals Local Plan (1999)
- Merseyside Third Local Transport Plan
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FIGURE 15
CESHIRE WEST AND CHESTER/WARRINGTON - FUTURE DEVELOPMENT

Cheshire West and Chester Core Strategy

- Spatial Option 1A**
- CW1 - Ellesmere Port - 60% - 12404 Houses, 301ha Employment
- CW2 - Chester - 20% - 4135 houses, 100ha Employment
- CW3 - Northwich - 10% - 2067, 50ha Employment
- CW4 - Winsford - 10% - 2067, 50ha Employment

Cheshire Replacement Waste Local Plan

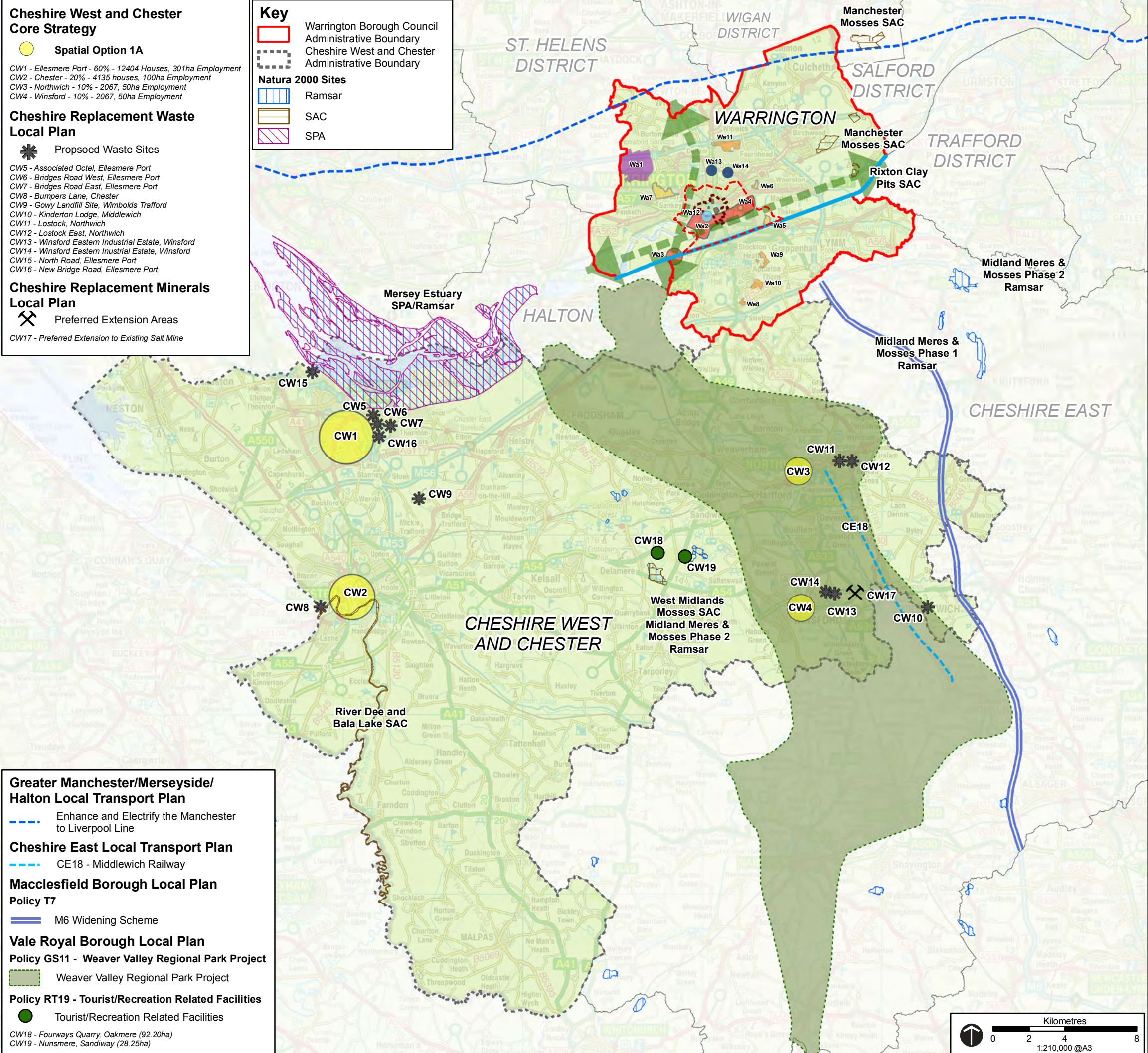
- Proposed Waste Sites**
- CW5 - Associated Octel, Ellesmere Port
- CW6 - Bridges Road West, Ellesmere Port
- CW7 - Bridges Road East, Ellesmere Port
- CW8 - Bumpers Lane, Chester
- CW9 - Gowy Landfill Site, Wimbolds Trafford
- CW10 - Kinderton Lodge, Middlewich
- CW11 - Lostock, Northwich
- CW12 - Lostock East, Northwich
- CW13 - Winsford Eastern Industrial Estate, Winsford
- CW14 - Winsford Eastern Industrial Estate, Winsford
- CW15 - North Road, Ellesmere Port
- CW16 - New Bridge Road, Ellesmere Port

Cheshire Replacement Minerals Local Plan

- Preferred Extension Areas**
- CW17 - Preferred Extension to Existing Salt Mine

Key

- Warrington Borough Council Administrative Boundary
- Cheshire West and Chester Administrative Boundary
- Natura 2000 Sites
- Ramsar
- SAC
- SPA



Warrington Core Strategy

- Policy CS5 - Overall Spatial Strategy - Strategic Green Links**
- Strategic Green Link
- Policy CS6 - Strategic Location - The Town Centre**
- Town Centre Area
- Town Centre Strategic Sites
- Policy CS7 - Strategic Location - Omega & Lingley Mere**
- Wa1 - Omega, 133ha of employment
- Policy CS8 - Strategic Location - Inner Warrington Area**
- Inner Warrington Area
- 60% of total housing - 6300 houses
- Policy CS10/CS11 - Strategic Opportunity**
- Wa2 - Waterfront & Arpley Meadows
- Wa3 - Port Warrington
- Key Housing Locations**
- Wa4 - Farrell Street, 9ha, 372 houses
- Wa5 - New World, 23ha, 810 houses
- Wa6 - Bruche, Former Police Training Centre, 9ha, 300 houses
- Wa7 - Chapelford Village, 51ha, 1414 houses
- Policy CS9 - Strategic Housing Locations**
- Wa8 - Pewterspear Green, 7.5ha, 264 houses
- Wa9 - Grappenhall Heys, 21ha, 573 houses
- Wa10 - Appleton Cross, 22ha, 400 houses
- Wa11 - Peel Hall Farm, 61ha, 1400 houses

- Arpley Chord**
- Wa12 - Arpley Chord Infrastructure Project
- Warrington Local Transport Plan**
- LTP3 Programme Projects**
- Wa13 - A49 Winwick Road/A50 Long Lane
- Wa14 - Orford Park/Greenways
- Policy MT6 - Encourage Use of Inland Waterways for Freight**
- MT6 - Encourage Use of Inland Waterways for Freight

This map includes data from the following sources:

- Natural England
- Warrington Draft Core Strategy (2011)
- Warrington Local Transport Plan 3 (March 2011)
- Cheshire West and Chester Council LDF Core Strategy: Issues and Options (November 2009)
- Cheshire East Local Transport Plan Final Strategy 2011 - 2026
- Cheshire Replacement Waste Local Plan (2007)
- Cheshire Replacement Minerals Local Plan (1999)
- Merseyside Third Local Transport Plan
- Greater Manchester Third Local Transport Plan 2011/2012 - 2015/2016
- Halton Third Local Transport Plan 2011/2012 - 2025/2026
- Macclesfield Borough Local Plan (2004)
- Vale Royal Borough Local Plan First Review Alteration (2001)

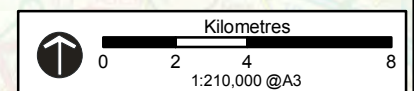
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Greater Manchester/Merseyside/Halton Local Transport Plan

- Enhance and Electrify the Manchester to Liverpool Line
- Cheshire East Local Transport Plan**
- CE18 - Middlewich Railway
- Macclesfield Borough Local Plan**
- Policy T7
- M6 Widening Scheme
- Vale Royal Borough Local Plan**
- Policy GS11 - Weaver Valley Regional Park Project
- Weaver Valley Regional Park Project
- Policy RT19 - Tourist/Recreation Related Facilities**
- Tourist/Recreation Related Facilities
- CW18 - Fourways Quarry, Oakmere (92.20ha)
- CW19 - Nunsmere, Sandiway (28.25ha)

Genesis Centre
 Birchwood Science Park
 Warrington WA3 7BH
 Tel 01925 844004
 Fax 01925 844002
 email tep@tep.uk.com

Project: Warrington BC HRA Appropriate Assessment		
Title: Warrington and Cheshire West and Chester - Future Development		
Drawing No: G2888.015c		
Date: 20-06-11	TEP Ref No: G2888.015c	
Drawn: CB	Checked: BC	Approved: IJG



APPENDIX A
REVIEW OF OTHER PLANS AND PROJECTS

WARRINGTON DRAFT CORE STRATEGY (NOVEMBER 2011)

Policy	Nature of Potential Effect
<p>W1 Secure the regeneration and renewal of the older areas of the town, strengthen existing neighbourhoods and make the most efficient use of infrastructure, ensuring development brings benefits to their host communities whilst:</p> <ul style="list-style-type: none"> ▪ Delivering a minimum of 10,500 new homes (equating to 500 per year) between 2006 and 2027; and ▪ Supporting growth in the local and sub regional economy by providing 277 Ha of employment land between 2006 and 2027. 	<p>All potential development (mostly consisting of housing and employment development) has the potential for air quality effects, hydrological effects and recreation pressures on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.</p>
<p>Policy CS1 - Overall Spatial Strategy – Delivering Sustainable Development Throughout the borough, development proposals that are sustainable will be approved.</p> <p>To be sustainable, development must accord with national and local planning policy frameworks and must, in no particular order, have regard to:</p> <ul style="list-style-type: none"> ▪ The planned provision made for economic and housing growth; ▪ The requirement to provide for recognised and identified development needs; ▪ The priority afforded to the protection of the Green Belt and the character of the countryside; ▪ The priority afforded to accommodating growth in Inner Warrington through the use of previously developed land; ▪ The importance of sustaining and enhancing the vitality and viability of the town centre and other designated centres that act as community hubs; ▪ The need to develop sites, services and facilities in appropriate locations accessible by public transport, walking and cycling; ▪ The need to make the best use of existing transport, utility, social and environmental infrastructure within existing settlements, and ensure additional provision where needed to support development; ▪ The need to address the causes of and be resilient to the effects of climate change; ▪ The need to sustain and enhance the borough’s built heritage, biodiversity and geodiversity; ▪ The importance of prudently using resources and maximising re-use, recovery and recycling where possible; ▪ The need to safeguard environmental standards, public safety, and residential amenity; ▪ The delivery of high standards of design and construction, that have regard to local distinctiveness and energy efficiency; and ▪ The need to improve equality of access and opportunity. 	<p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Air quality effects on West Midland Mosses SAC.</p> <p>Recreational pressures, water run-off and direct water pollution affecting water quality of Mersey Estuary.</p>
<p>Policy CS2 – Overall Spatial Strategy – Quantity and Distribution of Development Sufficient land for housing, including conversions of existing buildings, will be provided to</p>	

accommodate an annual average of 500 dwellings (net of clearance) between April 2006 and March 2027.

Provision will be made for up to 277 ha of land for business, general industrial and storage/distribution uses (principally Use Classes B1, B2 & B8) over the period 2006 to 2027, to support the growth of the local and sub-regional economy.

The town of Warrington will continue to function as the primary settlement in the borough. The following principles will determine the detailed distribution of development through the Core Strategy period:

- The general extent of the Green Belt as indicated on the Core Strategy Proposals Map will be maintained for as long as can be seen ahead and at least until 2032;
- Within the Green Belt area, development will only be allowed where it is considered to be appropriate in accordance with national policy;
- The re-use of previously developed land within defined settlements will be prioritised and at least 80% of all new homes within the Borough will be delivered on previously developed land;
- Around 60% of new residential development should be delivered in the defined Inner Warrington area. The remainder will be delivered in the town's suburbs and to a lesser extent within the Borough's defined settlements;
- Should monitoring indicate that additional housing supply is necessary in the longer term to maintain delivery and meet housing needs, the Council will consider bringing forward land sourced from one or a combination of the Strategic Locations as set out in Policy CS8;
- Warrington Town Centre will maintain its role and status by being the focus for further retail and leisure development investment, and strictly controlling inappropriate out-of-centre retail developments;
- The Town Centre will be promoted for office development to re-establish the centre as an employment location with excellent public transport from all areas of the borough and beyond;
- The main focus for other business, general industrial and storage / distribution development (B1/B2/B8) will continue to be the existing employment areas of the town principally Birchwood Park, Gemini & Winwick Quay (within the wider A49 corridor), together with further sites at Woolston Grange and the Strategic Location of Omega and Lingley Mere.
- Major Warehousing and Distribution developments will be located away from areas sensitive to heavy vehicle movements, with direct access to the Primary Road Network, and where possible with access to rail and/or the Ship Canal.

All new development should where appropriate make provision for supporting infrastructure in accordance with Policy MP9.

Policy CS3 – Overall Spatial Strategy – Transport

Recreational pressures on Manchester

<p>In order to support Warrington’s role as a regional transport gateway/interchange, the Council and its partners will:</p> <ul style="list-style-type: none"> ▪ Support the implementation of the national high speed rail network including where possible links through Warrington to the wider region and sub-region; ▪ Seek to retain the status of and welcome initiatives to improve and modernise Bank Quay, Central and other Rail Stations with their associated routes and connections; ▪ Support sustainable economic activity generated and sustained by the Manchester Ship Canal; ▪ Promote the implementation of the Arpley chord line to improve rail freight movements interchanging between the west coast main line and the line west to the Mersey Gateway and unlock future development land in the Waterfront Strategic Opportunity; ▪ Work together to assess the impacts of transport initiatives outside of the borough (such as the Mersey Gateway) to inform their implementation and any necessary mitigation measures. <p>Using the principles set out in Policy CS1, development will be located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally.</p> <p>The Council will support improvements to the transport network that:</p> <ul style="list-style-type: none"> ▪ Look to integrate with transport networks outside Warrington to enhance the sustainability of cross boundary travel; ▪ Strengthen public and sustainable transport links between recognised areas for business, general industrial and storage/distribution uses, the town centre and Inner Warrington, focusing particularly on areas of deprivation; ▪ Improve everyone's access to the town centre, health facilities, education, culture, leisure and the natural environment by all modes, especially by walking and cycling; ▪ Reduce the impact of traffic on air quality and reduce carbon emissions to help tackle climate change. <p>Early consultation with the Highways Agency will be necessary for any proposal that may affect the trunk road network. In particular, efforts should be aimed at reducing the proportion of car-borne commuting and education trips made during peak periods and tackling the most congested parts of the motorway network notably the M6, M56, and M62.</p>	<p>Mosses SAC, Rixton Clay Pits SAC.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p> <p>Potential for overall positive effects on air quality of Manchester Mosses SAC, Rixton Clay Pits SAC, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar.</p>
<p>Policy CS5 – Overall Spatial Strategy – Strategic Green Links</p> <p>The Council will work with partners to develop and adopt a strategic approach to the care and management of the Borough's Green Infrastructure. A key focus of these efforts will be on reinforcing, and maximising the environmental and socio-economic benefits from, those Strategic Green Links which connect the Borough to the wider sub-region such as:</p>	<p>Recreational pressures on Manchester Mosses SAC, Rixton Clay Pits SAC, Mersey Estuary, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar.</p>

<ul style="list-style-type: none"> ▪ The Bridgewater Canal; ▪ The Mersey Valley; ▪ The River Bollin; ▪ Sankey Valley Park and St. Helens Canal; and ▪ The Transpennine Trail. <p>The Council is committed to supporting wider programmes and initiatives which seek to connect the Borough's Strategic Green Links with employment areas, residential communities, and Green Infrastructure Assets including the Manchester Mosses, Mersey Forest, Walton Hall and Gardens, and the Arpley tip area which has the potential to create a significant country park when landfill operations have finished and restoration is complete.</p>	
<p>Policy CS6 - Strategic Location - The Town Centre The Council will support development in the town centre where it supports its viability and vitality and:</p> <ul style="list-style-type: none"> ▪ Generates job growth, particularly in indigenous sectors, including retail and high value jobs; or ▪ Adds to the provision and attractiveness of the office market in the town centre; or ▪ Supports existing, committed and planned public and private investment; or ▪ Increases the diversity of uses and contributes to the day or night time economy; or ▪ Supports the town in its role as a regional transport gateway / interchange and improves linkages to it from the rest of the borough and beyond; or ▪ Includes housing development. 	<p>Air quality effects and recreation pressures on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Recreational pressures, water run-off and direct water pollution affecting water quality of Mersey Estuary.</p>
<p>Policy CS7 - Strategic Location – Omega and Lingley Mere The 267ha site as shown on the Proposals Map is identified as a Strategic Location for economic growth to meet the borough's future requirement for land for research and development, light industrial, general industrial and storage / distribution uses (Use Classes B1(b), B1(c), B2 and B8).</p> <p>Proposals for office (B1(a)) development 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.</p> <p>The development of the Strategic Location has already started at Lingley Mere. The ongoing development of this site for primarily B1 and B2 uses in accordance with existing consents will continue to be supported.</p> <p>In the interests of creating a sustainable business community, ancillary uses of an appropriate</p>	<p>Air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p>

<p>scale and nature such as leisure, hotel and conference facilities will be supported. Retail and housing development may also be acceptable if they are considered to be of an appropriate scale and nature. In all cases such uses should create and / or support a viable commercial hub or local centre and will be required to demonstrate:</p> <ul style="list-style-type: none"> ▪ The supply and flexibility of employment land is not compromised over the Core Strategy period; and ▪ The proposals would make the overall development of the Strategic Location more sustainable, viable and attractive to employment developments, primarily within Use Classes B1(b), B1(c), B2 and B8; and ▪ It can be demonstrated that the release of any land for housing would not compromise the Council's Overall Spatial Strategy with regards the quantity and distribution of development. <p>The Council will not support proposals to develop the Strategic Location which seek to develop the site in a piecemeal or disjointed manner. Development proposals should have regard to:</p> <ul style="list-style-type: none"> ▪ Any proposed phasing of development on the site and the timely delivery of any necessary and agreed mitigation measures and infrastructure; ▪ The need to link employment development to adjoining residential areas, especially in Inner Warrington to maximise local employment opportunities that can be accessed by active travel or public transport modes; and ▪ The need to adhere to policies elsewhere in the plan especially those that relate to sustainable development (CS11), ensuring a high quality place (QE6) and active travel and public transport (MP3 and MP4). <p>In phases of development that have been delivered, future proposals for development or changes of use will be assessed in accordance with Policy PV1 – Development in Existing Employment Areas.</p>	
<p>Policy CS8 - Strategic Location – Inner Warrington Inner Warrington will continue to be the focus of development and physical change in the borough.</p> <p>Development in the area should look to:</p> <ul style="list-style-type: none"> ▪ Secure the maximum physical and environmental benefits from the re-use and redevelopment of underused, vacant and derelict land; ▪ Secure the maximum social benefits in order to contribute to the Council's "Closing the Gaps" agenda and address issues within areas of deprivation; 	<p>Air quality effects and recreation pressures on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p>

<ul style="list-style-type: none"> ▪ Contribute to the delivery of new homes to help achieve the 60% target set out in Policy CS1, whilst ensuring that a mix of housing in terms of type, size and tenure is delivered to ensure that an attractive and balanced housing offer is available; and ▪ Ensure accessible employment opportunities for the local population are maintained and improved. 	<p>Recreational pressures and water run-off affecting water quality of Mersey Estuary.</p>
<p>Policy CS9 – Strategic Locations – Appleton Cross, Grappenhall Heys, Peel Hall and Pewterspear Green</p> <p>Appleton Cross, Grappenhall Heys, Peel Hall and Pewterspear Green have been identified as strategic locations which could accommodate housing growth in the longer term to avoid the need to release Green Belt land for development.</p> <p>In accordance with the Council's Overall Spatial Strategy, proposals for housing development at these locations will only be considered should monitoring indicate that additional housing supply is necessary in the longer term to maintain delivery and meet housing needs.</p> <p>If it is deemed necessary to source additional land from one or a combination of the identified strategic locations, the Council will prepare an Allocations Development Plan Document. This process will assess and determine the appropriate location(s), scale and rate at which additional land should be brought forward.</p> <p>If one or any of the strategic locations are allocated for housing, the Council will require a comprehensive approach to the development of the site. Ancillary uses such as employment, retail and appropriate services should be considered as part of any overall proposal where they are considered to be of an appropriate scale and nature, proportionate, ancillary to the housing proposed and necessary in terms of sustainability, viability and attractiveness.</p> <p>The Council will not support proposals to develop the strategic locations which seek to develop the sites in a piecemeal or disjointed manner.</p>	<p>Air quality effects and recreation pressures on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Recreational pressures and water run-off affecting water quality of Mersey Estuary.</p>
<p>Policy CS10 - Strategic Opportunity – Waterfront and Arpley Meadows</p> <p>The wider waterfront / Arpley Meadows site presents a sizeable opportunity for future development in a central and sustainable location.</p> <p>The Council will work with partners to unlock the area and provide appropriate infrastructure necessary to bring forward development, including the Arpley Chord. In implementing the Infrastructure Delivery Plan throughout the Core Strategy period, the requirement for additional infrastructure in this area will be borne in mind.</p>	<p>Air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off and direct water</p>

<p>Any future development proposals on Arpley Meadows should consider:</p> <ul style="list-style-type: none"> ▪ Flood risk issues, especially those relating to emergency access and egress. A sequential approach should be taken to locating uses in appropriate locations within the area. ▪ The potential to enhance Green Infrastructure links, especially between the town centre, waterfront and wider green infrastructure network. ▪ The potential to create a significant country park in close proximity to the town centre, including the Arpley tip area when landfill operations have finished and restoration is complete. <p>The potential of the area to accommodate future development should be a consideration in the design and implementation of development schemes in the south of the town centre and development that prejudices or sterilises the future development of this area will not be permitted.</p>	<p>pollution affecting water quality of Mersey Estuary.</p>
<p>Policy CS11 - Strategic Opportunity - Port Warrington</p> <p>The developed site in the Green Belt consists of the existing warehouse complex and the adjoining site to the east which together have the capability to become a multi modal port facility utilising the ship canal with an opportunity for rail freight.</p> <p>The Council will support sustainable economic activity generated and sustained by the Manchester Ship Canal. Opportunities to secure the transfer of port-related freight from road to rail or water will be supported in the context of Port Warrington and the Atlantic Gateway. Account should be taken of:</p> <ul style="list-style-type: none"> ▪ The extent to which land-side surface access can assist the transfer of port traffic from road to rail and/or water; ▪ The effect of the proposed development on traffic movement in the area, both as a result of changing traffic patterns and as a result of swing bridge operation; ▪ The effect of the proposed development on the health and wellbeing of local communities; ▪ Impacts on the openness of the Green Belt and the character of the countryside; and ▪ Any adverse effects on sites of nature conservation importance, to ensure that these effects are avoided, mitigated or compensated as appropriate. <p>Any further development at Port Warrington beyond the developed site will have to demonstrate very special circumstances to justify a departure from national Green Belt policy.</p> <p>Peel Ports in partnership with the Council will develop a land-side surface access plan to accommodate existing and projected freight traffic, to address in particular local congestion at swing bridges.</p>	<p>Air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p> <p>Potential for positive effects on air quality of Manchester Mosses SAC, Rixton Clay Pits SAC, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar.</p>
<p>Policy MP3 – Active Travel</p>	<p>Recreational pressures on Manchester</p>

<p>The Council will expect that a high priority will be given to the needs and safety of pedestrians and cyclists in new development.</p> <p>New development should not compromise and should contribute to enhancing and developing integrated networks of continuous, attractive and safe routes for walking and cycling including improvements to roads, Rights of Way and the Greenway Network (as shown on the Proposals Map). This should include appropriate segregation of users and appropriate priority should be given to users at junctions.</p> <p>Enhancements and improvements should look to increase accessibility and make the most of potential environmental, social and health benefits.</p> <p>Particular priority will be given to routes linking residential areas (especially those in recognised areas of deprivation) with employment areas, transport interchanges, schools, Warrington hospital and other local services and facilities.</p>	<p>Mosses SAC, Rixton Clay Pits SAC, Mersey Estuary, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar.</p>
<p>Policy MP4 – Public Transport</p> <p>The Council will aim to secure improvements to public transport infrastructure and services (including bus, rail and taxi/private hire) in partnership with operators and delivery partners.</p> <p>In accordance with the Overall Spatial Strategy, development should be located in areas with easy access to public transport. Development should aim to make public transport a viable and attractive alternative by:</p> <ul style="list-style-type: none"> ▪ Integrating with existing public transport infrastructure and services as far as possible; and ▪ Providing additional public transport infrastructure and services where existing facilities are not available or are in need of improvement. 	<p>Recreational pressures on Manchester Mosses SAC, Rixton Clay Pits SAC, Mersey Estuary, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar.</p> <p>Potential for overall positive effects on air quality of Manchester Mosses SAC, Rixton Clay Pits SAC, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar.</p>
<p>Policy QE3 - Green Infrastructure</p> <p>The Council will work with partners to develop and adopt an integrated approach to the care and management of the Borough's Green Infrastructure. These efforts will be focused on:</p> <ul style="list-style-type: none"> ▪ Protecting existing provision and the functions this performs; ▪ Increasing the functionality of existing and planned provision especially where this helps to mitigate the causes of, and creates places resilient to the impacts of climate change; ▪ Improving the quality of existing provision specifically to increase its attractiveness as a leisure and recreation opportunity and its value as a habitat for biodiversity; ▪ Protecting and improving access to and connectivity between existing and planned provision to develop a continuous right of way and greenway network and integrated ecological system; ▪ Securing new provision in order to cater for anticipated increases in demand arising from development particularly in areas where there are existing deficiencies assessed against 	<p>Recreational pressures on Manchester Mosses SAC, Rixton Clay Pits SAC, Mersey Estuary, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar.</p>

standards set by the Council.	
<p>Policy IW2 – Victoria Park Area The Council and its partners will look to preserve and enhance the unique characteristics of Victoria Park. Appropriate small scale development ancillary to the role of the park will be supported where it:</p> <ul style="list-style-type: none"> ▪ Does not result in an unacceptable loss of green space or adversely affect the quality and extent of sports, play and park facilities that create vibrancy and activity throughout the day; ▪ Makes the park more sustainable, viable and attractive; ▪ Supports and does not prejudice works planned or undertaken as part of the Environment Agency's Flood Risk Management Strategy; ▪ Preserves the flood management role of the park as part of the identified functional flood plain by developing innovative and sustainable responses to flood risk issues within the park, using flood resilient materials and design; ▪ Opens up access to and enjoyment of the River Mersey and riverside links through to the town centre and Black Bear Park and encourages access to the park by active travel modes; and ▪ Increases the functionality and improve the quality of green infrastructure particularly where this: <ul style="list-style-type: none"> ○ Creates environments that mitigate the causes of and are resilient to the impacts of climate change; and ○ Increases the area's attractiveness and its value as a habitat for biodiversity. <p>Development in areas immediately surrounding the park should have regard to securing appropriate access and should deliver improvements to the park's environment and facilities where possible.</p>	<p>Potential for overall positive effects regarding recreational pressures on Manchester Mosses SAC, Rixton Clay Pits SAC, Mersey Estuary, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar as alternative and enhanced open space and recreation facilities would be available.</p>
<p>Policy CC3 – Walton Hall Estate Development at Walton Hall Estate will be supported where it:</p> <ul style="list-style-type: none"> ▪ Preserves public access to the Estate; ▪ Preserves the primary function of the Estate as a recreation, leisure and hospitality destination; ▪ Does not conflict with the tranquil setting of the Gardens; ▪ Re-uses existing facilities and buildings where possible and appropriate; and ▪ Improves the quality and range of amenities to diversify interest for visitors. <p>All proposals should have regard to national and local policies relating to the Green Belt and Heritage Assets.</p> <p>Proposals for uses other than recreation, leisure and hospitality will only be supported where these are ancillary in nature and appropriate in scale and where proven critical to supporting the</p>	<p>Potential for overall positive effects regarding recreational pressures on Manchester Mosses SAC, Rixton Clay Pits SAC, Mersey Estuary, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar as alternative and enhanced open space and recreation facilities would be available.</p>

Estate to become financially self-sustaining.	
<p>Policy MP8 – Waste</p> <p>The Council will promote sustainable waste management in accordance with the waste hierarchy: this means that the Council will give priority to waste minimisation, and the re-use and recycling of waste materials. In order to achieve this the Council will:</p> <ul style="list-style-type: none"> ▪ Bring forward a Waste Development Plan Document which will identify and safeguard waste management sites appropriate to meet the waste management needs of the Borough. ▪ Seek to achieve a continuing reduction in the amount of waste materials imported into the Borough by working with adjacent authorities to help them achieve their own self sufficiency. ▪ Encourage waste minimisation in new developments, the use of recycled materials, the sustainable transportation of waste and the preparation of site waste management plans. <p>Any applications for waste related development made in anticipation of the Development Plan Document will be assessed against the National Planning Policy Framework and Development Management Policies set out in this plan.</p>	<p>Air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p>
<p>Policy MP9 – Minerals</p> <p>In order to minimise the use of primary aggregates and to encourage the sustainable use of minerals the Council will:</p> <ul style="list-style-type: none"> ▪ Bring forward a Minerals Development Plan Document which will identify (if appropriate) Preferred Sites, Minerals Safeguarding Areas and Minerals Areas of Search for sand and gravel resources and prevent the sterilisation of such resources from inappropriate developments and minimise potential environmental impacts from exploiting such resources. ▪ Encourage the use of recycled and secondary aggregates. ▪ Assess the contribution that exploitation of minerals will make towards the sub regional apportionment of aggregates. <p>Any applications for minerals related development made in anticipation of the Development Plan Document will be assessed against the National Planning Policy Framework and Development Management Policies set out in this plan.</p>	
WARRINGTON LOCAL TRANSPORT PLAN (NOVEMBER 2011)	
Policy	Nature of Potential Effect
<p>PT9: Seek to ensure that improvements to the national rail network are positive for Warrington and maximise opportunities that arise to improve rail passenger and freight services.</p>	<p>Potential for overall positive effects on air quality of Manchester Mosses SAC, Rixton Clay Pits SAC, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar.</p>
<p>AT1: Develop a comprehensive borough-wide network of walking and cycling routes utilising quiet</p>	<p>Recreational pressures on Manchester</p>

roads, cycle paths, off-road routes and cycle-friendly highway links, which connect to employment, key services and amenities as well as opportunities for recreation.	Mosses SAC, Rixton Clay Pits SAC, Mersey Estuary, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar.
MT6: Support the principle of encouraging freight to switch from using road to rail or inland waterways where this would result in a reduction in carbon emissions from transport at a strategic and local level. (See also Atlantic Gateway and Port Warrington).	Direct water pollution affecting water quality of Mersey Estuary. Potential for overall positive effects on air quality of Manchester Mosses SAC, Rixton Clay Pits SAC, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar.
A50 Long Lane/A49 Winwick Road Junction Major improvement works on major commuter route. Works will involve the removal of the roundabout and replacement with a traffic signal crossroads junction to help: <ul style="list-style-type: none"> ▪ Reduce congestion; ▪ Improve accessibility for buses, pedestrians and cyclists; and ▪ Improve safety (cyclist casualty rate) 	Potential for overall positive effects on air quality of Manchester Mosses SAC and Rixton Clay Pits SAC.
Orford Park/ Greenways The Orford Park Project is a £30m scheme to create a community sports hub on Orford Park. When complete the park will include a high quality link for pedestrians and cyclists connecting Winwick Road and Hallfields Road. The route will form part of the Council's Orbital Greenway network which links Sankey Valley Park, the Trans Pennine Trail and Black Bear Park.	Recreational pressures on Manchester Mosses SAC and Rixton Clay Pits SAC.
WIGAN DRAFT CORE STRATEGY PROPOSED SUBMISSION VERSION (FEBRUARY 2011)	
Policy	Nature of Potential Effect
S1H - Retail Development – Leigh East ARLFC Site, Leigh Land at Leigh East Amateur Rugby League Football Club's site, off Atherleigh Way, Leigh is allocated for non-food retail development comprising 'bulky goods' and associated retail sales only, provided that: <ul style="list-style-type: none"> ▪ Replacement new rugby pitches and facilities are provided elsewhere in Leigh of modern equivalent standard and facilities for both adult and child amateur rugby league, prior to development commencing; ▪ Safe, direct and accessible pedestrian linkages are provided between the site and Leigh town centre and bus services on Leigh Road and Kirkhall Lane, facilitated by the siting and orientation of the proposed store(s); ▪ A suitable and safe vehicular access is provided to/from Atherleigh Way; and ▪ The development will not unduly affect the amenity of nearby residents or other uses. 	Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC. Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala. Water run-off affecting water quality of Mersey Estuary.

<p>The range of goods permitted for sale from the site will be restricted in order to protect the vitality and viability of Leigh town centre. A legal agreement will be sought to ensure that the development value of the site is directed entirely towards the provision of the alternative sporting facilities required under this Policy.</p>	
HALTON UNITARY DEVELOPMENT PLAN (2005)	
Policy	Nature of Potential Effect
<p>LTC10 - Water Based Recreation Development of facilities which promote non-powered riverside and water-based recreation will be permitted, subject to satisfactory measures to ensure that their operation will not conflict with any of the following:</p> <ul style="list-style-type: none"> ▪ Commercial water based traffic; ▪ Existing water-based recreational activity; ▪ The amenities of other occupiers or visitors; ▪ Nature conservation interests. <p>Watersports and associated facilities will be permitted on the balancing lake at Wharford Farm, as shown on the proposals map.</p>	<p>Recreational pressures and direct water contamination on the Mersey Estuary</p>
<p>TP9 - The Greenway Network The “Greenway Network”, as identified on the Proposals Map, is made up of proposed and potential off-road routes for walking, cycling and, where appropriate, horseriding, connecting people to facilities and greenspaces in and around the urban area and to the countryside. Development proposals for sites that incorporate a “greenway” will be expected to satisfy all of the following requirements:</p> <ul style="list-style-type: none"> ▪ The condition and appearance of proposed routes should be enhanced. ▪ Potential routes should be implemented. ▪ The route should be appropriately segregated. ▪ Priority should be given to pedestrians, cyclists and horseriders at any junction. <p>Where development adjoins a “greenway”, improvements and extensions to the network, including the provision of local spurs off the network to service the specific development, will be sought through negotiation.</p> <p>Development will not be permitted if it would prejudice either of the following:</p> <ul style="list-style-type: none"> ▪ Access onto or through the network, unless specific arrangements are made for suitable alternative linkages that are no less attractive, safe or convenient. 	<p>Recreational pressures on the Mersey Estuary.</p>

<ul style="list-style-type: none"> ▪ The reasonable enjoyment of the network by unacceptably affecting amenity for its users by way of noise, smells or other forms of pollution. 	
TRAFFORD REVISED UNITARY DEVELOPMENT PLAN (2006)	
Policy	Nature of Potential Effect
<p>Part II Proposal T15 - Inland Waterways The Council will protect and promote the development of inland waterways and associated freight transport infrastructure located within the Borough to maximise the opportunities they offer.</p> <p>The Manchester Ship Canal will be promoted as a sustainable freight transport route for the movement of freight and people. The Bridgewater Canal, in view of its historic value, will be promoted for leisure and educational purposes.</p> <p>The Council will not grant planning permission for any development proposal that will prejudice the future use of these two waterways for the purposes described above.</p>	<p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p> <p>Potential for overall positive effects on air quality of Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and 2 Ramsar sites.</p>
SALFORD UNITARY DEVELOPMENT PLAN (2006)	
Policy	Nature of Potential Effect
<p>ST10 - Recreation Provision A comprehensive range of accessible recreation opportunities will be secured through the:</p> <ul style="list-style-type: none"> ▪ Protection, improvement and, where appropriate, reorganisation of existing recreation sites; ▪ Development of a Regional Park; ▪ Development of a network of Key Recreation Areas; ▪ Provision of new recreation facilities on sites allocated for this purpose in the UDP; ▪ Development of a series of Local Nature Reserves; ▪ Improvement of access between urban areas and the Urban Fringe and Countryside, in particular through the network of existing and proposed Strategic Recreation Routes; and ▪ Use of planning obligations to provide new and enhanced recreation facilities. 	<p>Recreational pressures on Manchester Mosses SAC and Rixton Clay Pits SAC.</p>
VALE ROYAL BOROUGH LOCAL PLAN FIRST REVIEW ALTERATION (2001)	
Policy	Nature of Potential Effect

<p>GS11 Weaver Valley Regional Park Project The council will support the designation of the weaver valley as a regional park and the implementation of projects and initiatives in support of its aims.</p> <p>The concept of regional parks was introduced in the NWDA's Regional Economic Strategy (1999) and was subsequently included within Regional Planning Guidance for the North West (2003).</p> <p>Regional parks are extensive areas connected by natural landscape and/or cultural heritage. The Borough Council is currently supporting Cheshire County Council and working alongside other local and regional partners in preparing a Vision Document for the Weaver Valley Regional Park project. It will describe its opportunities and a range of projects. The project will extend through the Borough, linking Frodsham, Northwich and Winsford, and further south into the adjoining Boroughs of Congleton and Crewe and Nantwich. It is intended to submit the Vision Document to the North West Development Agency and North West Regional Assembly early in 2004. The Regional Park project will build on existing initiatives such as the Northwich Vision, Frodsham Forward, the Winsford Gateway, the Mersey Forest, the Weaver Valley Initiative, Northwich Community Woodlands and strategic land reclamation programmes.</p> <p>The aims of the Weaver Valley Regional Park project will include:</p> <ul style="list-style-type: none"> ▪ Supporting regeneration in and around Frodsham, Northwich and Winsford; ▪ Reclaiming derelict and contaminated land; ▪ Securing landscape and biodiversity enhancement including extending woodland cover; ▪ Promoting sustainable recreation and tourism; ▪ Protecting and enhancing our industrial and built heritage; ▪ Improving and extending footpath, cycle and bridleway routes; and ▪ Ensuring access for all through the provision of the necessary facilities for the disabled. 	<p>Potential for overall positive effects regarding recreational pressures on Manchester Mosses SAC, Rixton Clay Pits SAC, Mersey Estuary, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar and West Midland Mosses SAC as alternative and enhanced open space and recreation facilities would be available.</p>
<p>RT19 – Tourist/Recreation Related Facilities The following sites are identified for tourist/recreation related facilities:</p> <p><u>RT19.2 – Fourways' Quarry, Oakmere (92.2ha)</u> Fourways' Quarry is identified for non-engine powered water sports (sailing, sailboarding, canoeing and fishing) and strictly ancillary development (water sports club with changing facilities and a fishing club) and timber chalets (the number and location to be agreed with the Borough Council) to be used only in conjunction with the recreational uses, not as permanent dwellings. Any proposal should be accompanied by an Ecological Management Plan for the site.</p> <p><u>RT19.3 – Nunsmere, Sandiway (28.25ha)</u></p>	<p>Recreational pressures and effects on hydrological regime of West Midland Mosses SAC and Midland Meres and Mosses Phase 2 Ramsar.</p>

Nunsmere, Sandiway, is identified for water skiing use, along with the development of timber chalets (the number and location to be agreed with the Borough Council) to be used only in conjunction with the recreation uses, not as permanent dwellings. Any proposal should be accompanied by an Ecological Management Plan for the site.

MACCLESFIELD BOROUGH LOCAL PLAN (2004)

Policy	Nature of Potential Effect
<p>RT7 - Cycleways, Bridleways and Footpaths The borough council will seek to create a network of cycleways, bridleways and footpaths. Major elements will be:</p> <ul style="list-style-type: none"> ▪ The creation of the "Macclesfield Way" forming a circular route around Macclesfield; ▪ The further development of a route alongside the river bollin; ▪ The creation of routes alongside the river dean, bollington and the river Dane; ▪ The creation of links with existing routes and between major visitor attractions; and ▪ The continuation within the borough of recreation routes proposed by adjoining authorities. 	<p>Recreational pressures on Midland Meres and Mosses Phase 1 and 2 Ramsar sites.</p>
<p>RT10 - Canals and Water Recreation The borough council will encourage the recreational use of the Macclesfield, peak forest and Bridgewater canals and other areas of water such as rivers, reservoirs and former mineral extraction sites. Proposals will be subject to green belt, countryside and conservation policies.</p>	<p>Water quality effects on the Mersey Estuary.</p>
<p>T7 - Safeguarded Routes Land along the routes of the following road schemes will be safeguarded from other development. motorway and trunk roads:</p> <ul style="list-style-type: none"> ▪ A556 (m) M6 to M56 link (also detailed in LTP); and ▪ M6 widening scheme. 	<p>Potential for short term effects on hydrological regime of Midland Meres and Mosses Phase 1 and 2 Ramsar sites due to water run-off.</p> <p>Potential for overall positive air quality effects on Midland Meres and Mosses Phase 1 and 2 Ramsar sites.</p>

WIGAN DRAFT CORE STRATEGY PROPOSED SUBMISSION VERSION (FEBRUARY 2011)

Policy	Nature of Potential Effect
<p>SP 3 – A Key Strategic Site - Northleigh Park Land between Leigh Road, Hindley Green, Westleigh Lane and Nel Pan Lane, Leigh, known as 'Northleigh Park' will be brought forward for a comprehensive high quality development of around:</p> <ul style="list-style-type: none"> ▪ 44 hectares of housing ▪ 8 hectares of new employment provision ▪ 18 hectares of strategic 'green infrastructure' (open space, woodland, walking and cycling routes, flood mitigation and wildlife space). <p>The scheme will involve the delivery of a number of benefits to the local area including:</p>	<p>Air quality effects and recreational pressures on Manchester Mosses SAC and Rixton Clay Pits SAC.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off affecting water quality of Mersey Estuary.</p>

- A link road from the A579 Atherleigh Way to the A578 Leigh Road
- Good accessibility for bus services and direct pedestrian and cycle links between housing and the facilities that serve them.
- Measures to ensure the protection of the functional flood plain and restriction of surface water run-off from the site into Westleigh Brook to no more than existing rates.
- Good physical links for walking, cycling and, as appropriate, horse-riding within the site and to/from surrounding residential areas, and key locations in Greenheart, and accommodating a section of the proposed National Cycle Network route 55.
- The comprehensive remediation or mitigation of landfill, landfill gas, colliery spoil, mine shafts, coal seams and geological fault within the site.
- The provision of appropriate community facilities.
- The provision of an appropriate level of affordable housing.
- High environmental standards in terms of energy efficiency, design and low carbon technologies.

SP 4 – Broad Locations for New Development

Sites for substantial new development will be allocated in a subsequent development plan document at the broad locations below. The extent, boundaries and other details of development in all of these locations will also be determined at that time against factors including further evidence of the need for the development

- The scale of development required;
- The capacity of infrastructure serving the area/site;
- The ability to integrate the development with the local community;
- The ability to deliver the development including addressing site constraints; and
- Provision of the physical and green infrastructure needed.

South of Hindley

A location for housing and employment development of up to 124 hectares, which will follow-on from the Northleigh Park development. A through-road from the A578 Leigh Road to the A58 Liverpool Road will be required and a substantial proportion of the site will be required for strategic green infrastructure, including the retention and improvement of existing facilities, notably Leyland Park and adjacent playing pitches, and the provision of links to Greenheart. The development will need to be effectively integrated with the existing town of Hindley.

East of Atherton

A location of up to 45 hectares, for housing development close to the railway station and new employment development as an extension of the existing Chanters Industrial Estate. A through-road from the A58 Bolton Road to Tyldesley Old Road with a connection to Shakerley will be

explored. There will be a substantial area of strategic 'green infrastructure' in between the two areas of potential development.

Garrett Hall, Astley

A location of up to 28 hectares for housing development. A substantial proportion of the site will be required for strategic 'green infrastructure' which will also serve to provide a buffer from the employment area to the south.

East of Wigan Road, Landgate, Ashton-in-Makerfield

A location of up to 45 hectares for employment development with the possibility of some housing, which will cross-subsidise the provision of infrastructure, including a bypass route for Bryn Cross to/from Bryn Road and the South Lancashire Industrial Estate. Existing playing field provision and fishing ponds will be safeguarded and there would be opportunities to improve links for local communities into Greenheart.

Junction 25, M6 Motorway, South of Wigan

A location of around 40 hectares for high quality industrial and logistics (storage and distribution) development, with access to/from the A49 Warrington Road at, or very close to, the roundabout at the end of M6 motorway spur road at junction 25. The need for and extent of the development and the removal of that land from the Green Belt will be determined in a subsequent development plan document.

East Lancashire Road Corridor

A location for housing primarily of lower density and higher value to help balance the housing market and enable a share of the value of that development to be invested in the delivery of essential infrastructure in the east-west core.

SP 5 – Greenheart

An area from north to south through the core of the borough, its 'Greenheart', will be developed as a high quality countryside park that helps boost the borough's image, supports regeneration and encourages healthier lifestyles, by:

- Promoting and supporting the extensive wildlife habitats including wetlands, waterways and woodland.
- Providing attractive and accessible sporting, recreational and leisure facilities to be enjoyed by residents and visitors.
- Continuing the regeneration of derelict and despoiled land, including the site of the former Bickershaw Colliery and boosting the attractiveness of key employment sites such as Westwood, to provide sustainable economic benefits for local communities.
- Enhancing and developing key gateway locations to Greenheart at Haigh Hall Country Park in

Potential for overall positive effects regarding recreational pressures on Manchester Mosses SAC and Rixton Clay Pits SAC as alternative and enhanced open space and recreation facilities would be available.

the north, Wigan Flashes and Three Sisters at Ashton-in-Makerfield in the west, Amberswood near Hindley in the centre and Pennington Flash and the former Bickershaw Colliery at Leigh in the east to help make Greenheart an attractive and accessible visitor destination.

- Linking local communities in the borough and beyond, to a wide network of individual sites through good quality paths and trails, signage, interpretation materials and public art, including routes for cyclists and horse-riders.

CP 2 – Open Space, Sport and Recreation

We will protect and enhance valuable open spaces, sporting and recreational facilities so as to maximise opportunities for people to undertake a wide range of sport and recreation activities throughout the borough, by:

- Maintaining and enhancing our 3 'principal parks' (Mesnes Park, Wigan and Haigh Hall and Pennington Flash Country Parks) and 15 'township parks' as the focus for a wide range of informal and formal play, recreation and sports activities within the borough or their township respectively.
- Enabling better allotment provision in the borough in terms of quantity, accessibility and quality.
- Maintaining and enhancing our Local Nature Reserves and designating new reserves, especially in the east of the borough.
- Maintaining and enhancing our other natural and semi-natural green space and our larger areas of amenity green space (over 0.25 hectares), so that they are safe and that informal play and compatible recreational uses are encouraged and good public access is maintained where appropriate, only allowing the loss of such an area where it is of low community value and there is comparable or better alternative provision.
- Supporting the community use of school and club-based sport and recreation facilities and ensuring that such use is incorporated in new or replacement provision when possible.
- Maintaining and enhancing walking and cycling routes through parks and open space where they provide appropriate links within the wider network of routes.
- Determining proposals for development that would result in the loss of open space or land or buildings in use or most recently in use for sport and recreation, in accordance with national planning policy and our local standards which will be established in a subsequent development plan document.
- Maintaining and improving other opportunities for sport and recreation activities, notably:
 - Play space for people who live more than 500 metres from one of the principal parks or township parks.
 - Provision for football, rugby, cricket and other pitch sports, with an emphasis on improving the quality of pitches and the provision of changing facilities and increasing provision for mini and junior players relative to senior pitch provision.
 - Provision for non pitch sports (including tennis, bowls and athletics).

<p>Policy CP 5 – Economy and Employment</p> <p>We will help create sustainable economic growth; boost our economic performance and profile; and provide a wider range of job opportunities, by:</p> <ul style="list-style-type: none"> ▪ Bringing forward a range of employment sites of the right quality in terms of location, accommodation provision and supporting infrastructure, to attract, maintain and grow businesses, especially within the east-west core of the borough. The range of sites will focus on providing opportunities for the following key employment sectors in particular: <ul style="list-style-type: none"> ○ Manufacturing and engineering, including food and drink processing. ○ Logistics / distribution. ○ Digital information and communications technology. ○ Creative/digital/new media. ○ Financial and professional services. ○ Environmental technologies ○ Construction sector businesses. ▪ Against the qualitative factors set out above, providing up to 250 hectares (gross) of employment land to meet requirements between 2010 and 2026, including reviewing sites allocated previously and undeveloped. ▪ Safeguarding existing employment sites and buildings that are capable of continuing to meet the needs of employment uses and for which there is likely to be sufficient demand. ▪ Encouraging a suitable supply of small, cost-effective premises for new business start-ups, including managed 'incubator' accommodation. ▪ Ensuring that there is a phased approach, through a subsequent development planning document, to the availability of employment land, with effective mechanisms in place to maintain a sufficient supply of suitable sites that are readily available and attractive to investors. ▪ Promoting and enabling Wigan, Leigh and Ashton town centres to be developed as key locations for businesses and jobs ▪ Encourage the provision of next generation broadband infrastructure to key employment locations. ▪ Enabling good public transport access to key employment locations both within and outside the borough for job opportunities, notably Manchester, Salford, Bolton, Warrington, St. Helens, Liverpool and Preston. ▪ Requiring employers and developers to enter into local labour and training agreements through planning obligations or other mechanisms where appropriate. 	<p>Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off affecting water quality of Mersey Estuary.</p>
<p>CP 6 – Housing</p> <p>We will help ensure that there is sufficient housing in the borough to meet people’s needs and support a good quality of life by:</p>	<p>Air quality effects and recreational pressures on Manchester Mosses SAC and Rixton Clay Pits SAC.</p>

<ul style="list-style-type: none"> ▪ Allocating sufficient land to meet the borough's requirements for an average of around 1,000 additional dwellings per year to 2026. ▪ Focusing around 85% of new housing in the east-west core of the borough. ▪ Concentrating around 75% of new housing on previously-developed, brownfield land (including the re-use of existing buildings). ▪ Reducing the proportion of empty homes and promoting the re-use of vacant buildings for residential use where appropriate. ▪ Maintaining a five-year supply of deliverable housing land. ▪ Ensuring that provision is made for an appropriate mix of house types, sizes, tenures and affordability, specialist, extra-care housing and 'lifetime homes'. ▪ Requiring the provision of 25% affordable housing on all sites consisting of 10 dwellings or more, unless it would be likely to unbalance the local housing market in which case provision would take the form of a financial contribution equivalent to the cost of on-site provision. ▪ The provision should be of an agreed mix of styles and types; be consistent in terms of design, standards and quality to other housing on the site and be subject to occupancy controls to ensure that it remains affordable for subsequent occupiers. ▪ The requirement for on-site provision or equivalent financial contribution will be waived, reduced or deferred only when and to the extent that a viability appraisal clearly demonstrates that such provision would make the development unviable. ▪ The specification for the viability appraisal will need to be agreed with the council. ▪ Providing a new site or sites for gypsies and travellers and travelling showpeople to meet any shortfall in pitches and plots, taking into account: <ul style="list-style-type: none"> ○ The impact of the development (including any business activities likely to be carried out on site) on the appearance of the area, on residential amenity and on privacy for nearby properties. ○ The proximity and ease of access to shops, schools, medical facilities and other amenities. ○ The ability to provide safe and convenient vehicular and pedestrian access. ○ The availability of adequate infrastructure such as water, energy and drainage. ○ The provision of adequate levels of space, privacy and residential amenity for occupiers. 	<p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off affecting water quality of Mersey Estuary.</p>
<p>CP 7 – Accessibility We will improve accessibility to key destinations for people and goods and connect people to opportunities both within and outside the borough by:</p> <ul style="list-style-type: none"> ▪ Promoting and seeking the delivery of the following major transport infrastructure interventions: <ul style="list-style-type: none"> ○ Leigh–Salford- Manchester busway ▪ Promoting accessibility improvements across the borough especially within our town centres and to/from key cross boundary locations such as Manchester, Bolton, St Helens, Warrington, 	<p>Potential for overall positive air quality effects on Manchester Mosses SAC.</p>

<p>Liverpool and Preston, particularly by public transport.</p> <ul style="list-style-type: none"> ▪ Seeking to maximise use of the existing bus and rail network and improve opportunities for bus travel and interchange, particularly in our town centres and at rail stations. ▪ Enabling opportunities for the development of rail freight in the borough particularly that which maximises the potential of the West Coast mainline. ▪ Maximising the capacity, efficiency and safety of the road network, reducing, as far as is practicable, the adverse impact of transport on our communities, town centres and the wider environment. ▪ Developing and enhancing our on and off-road networks for walking and cycling, to connect local residents to employment and community facilities as well as for leisure purposes. ▪ Ensuring the provision of appropriate, well designed, convenient, safe and secure parking for cycles, motorcycles, cars, coaches and vans / lorries, including as part of new development. ▪ Enabling 'equality of access' to our transport networks and facilities for disabled people and other vulnerable groups. ▪ Promoting the use of travel plans and requiring them to be produced and implemented for appropriate development. ▪ Supporting the appropriate provision of infrastructure for the charging of electric vehicles. ▪ Achieving these improvements through developing and implementing a Transport Strategy for the borough. 	
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HALTON CORE STRATEGY REVISED PROPOSED SUBMISSION DOCUMENT (MAY 2011)

Policy	Nature of Potential Effect
<p>CS1 – Halton’s Spatial Strategy To achieve the Vision for Halton to 2028, new development should deliver:</p> <ul style="list-style-type: none"> ▪ 9,000 net additional dwellings ▪ Approximately 295 ha (gross) of land for employment purposes ▪ About 35,000 sqm of town centre convenience /comparison goods retailing ▪ About 22,000 sqm of retail warehousing ▪ Specific principles to guide the location, timing and delivery of the above development are set out in policies CS3-CS5. <p>1. Urban Regeneration and Key Areas of Change The Spatial Strategy for Halton is focused around a balanced mix of prioritised urban regeneration supported by appropriate levels of greenfield expansion. The strategy will largely be realised by the delivery of four “Key Areas of Change” across the Borough where the majority of new development will be located. The four areas are:</p> <p>(a) Regeneration of previously developed (brownfield) land within the existing urban area as Key Areas of Change at:</p>	<p>Air quality effects and recreational pressures on Manchester Mosses SAC and Rixton Clay Pits SAC.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off affecting water quality of Mersey Estuary.</p> <p>Recreational pressures on the Mersey Estuary.</p>

<ul style="list-style-type: none"> • 3MG, (Ditton) in Widnes, • South Widnes, • West Runcorn; and <p>(b) Greenfield expansion involving the completion of the proposals for Runcorn New Town and further extension of Runcorn as a Key Area of Change at:</p> <ul style="list-style-type: none"> • East Runcorn <p><i>This specific Key Area of Change includes the designation of a Strategic Site encompassing Daresbury Science and Innovation Campus and Daresbury Park.</i></p>	
<p>CS3 – Housing Supply and Locational Priorities Housing Requirement 9,000 new homes (net of demolition) should be provided between 2010 and 2028 at a minimum rate of</p> <ul style="list-style-type: none"> ▪ 400 units per annum for the period April 2010 - March 2015 ▪ 600 units per annum for the period April 2015 – March 2020 ▪ 500 units per annum for the period April 2020 – March 2028 ▪ Beyond 2028, development should continue at a minimum rate of 500 units per annum (net gain) until this is superseded by a change to policy. 	
<p>CS4 – Employment Land Supply and Locational Priorities Approximately 295 hectares of land will be made available over the period 2010-2028 to facilitate the sustainable growth of Halton’s economy. Employment land supply will be made up from a variety of sources, including:</p> <ul style="list-style-type: none"> ▪ Sites which are currently available for employment use: <ul style="list-style-type: none"> ○ Sites which benefit from planning permission or are under construction for employment use ○ Sites which are currently allocated ▪ Sites which have the potential to contribute to employment land supply: <ul style="list-style-type: none"> ○ Regeneration and remodelling opportunities within existing employment areas ○ New site allocations 	<p>Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off affecting water quality of Mersey Estuary.</p> <p>Recreational pressures on the Mersey Estuary.</p>
<p>Key Area of Change CS8 – 3MG Key elements of the future of 3MG will be:</p> <ul style="list-style-type: none"> ▪ The availability of approximately 90ha of land for B8 employment development within the 3MG site to deliver regionally important logistics and distribution development and the provision of jobs for the people of Halton. 	<p>Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.</p> <p>Water quality (levels and flow) effects from water abstraction on the River</p>

<ul style="list-style-type: none"> ▪ Improving the ability to move freight by sustainable modes, most notably rail including the provision of sustainable connections to other freight facilities in the sub-region ▪ The provision of a western link road to connect the site with the regional and national road network, also discouraging the movement of freight across the site on the local road network ▪ The development of the Halton Borough Council (HBC) Field site at the western end of the site for over 18ha of B8, rail served warehousing uses 	<p>Dee and Lake Bala.</p> <p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p> <p>Recreational pressures on the Mersey Estuary.</p>
<p>Key Area of Change CS9 – South Widnes</p> <p>A mix of uses including a combination of employment, retail, leisure and residential development will be achieved across South Widnes over the Core Strategy period through:</p> <ul style="list-style-type: none"> ▪ Making available 30 hectares of employment land and redeveloping and regenerating existing employment areas across South Widnes with an emphasis on mixed employment uses in Widnes Waterfront and West Bank. ▪ Directing up to about 25,300 sqm (gross) of convenience / comparison retail provision to the main retail area (Widnes Town Centre Boundary) with small scale provision across the wider area. ▪ Directing up to about 19,000 sqm (gross) of retail warehousing across South Widnes with a particular focus on the main retail area within the Widnes Town Centre Boundary. ▪ Focusing new leisure facilities in Widnes Town Centre, with a particular emphasis on the enhancement of the evening economy in the Victoria Square area, and complementary leisure uses in Widnes Waterfront. ▪ The delivery of 400 residential dwellings across South Widnes diversifying the current housing offer. ▪ Capitalising on the development and regeneration opportunities presented by the Mersey Gateway Project particularly associated with the restructuring of West Bank to provide for new employment and residential uses and the delivery of a new neighbourhood centre appropriate to the needs of the local community. ▪ Developing Strategic and Local Gateways at key locations to promote linkages across South Widnes and surrounding areas. 	<p>Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off affecting water quality of Mersey Estuary.</p> <p>Recreational pressures on the Mersey Estuary.</p>
<p>Key Area of Change CS10 – West Runcorn</p> <p>The development and regeneration of West Runcorn over the Core Strategy period will be achieved through:</p> <ul style="list-style-type: none"> ▪ Improving Runcorn Old Town’s retail offer, focusing up to about 5,200sqm (gross) of convenience / comparison goods retailing to the main retail area within the Town Centre Boundary and supporting its role as a District Centre and a cultural and leisure destination. ▪ The delivery of 1,500 dwellings across West Runcorn with a particular emphasis on the 	

Runcorn Waterfront site to accommodate 1,330 dwellings, with the potential for additional residential development, subject to appropriate access.

- The delivery of 27 hectares of employment land and the redevelopment and regeneration of existing employment areas across West Runcorn with a focus on the Mersey Gateway Port and the development of an employment area in the southern part of Runcorn Waterfront.
- Supporting the comprehensive redevelopment of Runcorn Waterfront to be a residential led, mixed use regeneration initiative with detailed guidance, land allocations, access arrangements and capacity to be determined.
- Redeveloping the Mersey Gateway Port into a new civil waterway port, utilising the direct links to the Manchester Ship Canal, road and rail infrastructure, further strengthening Halton's role as a centre for logistics and distribution.
- Capitalising on the development and regeneration opportunities presented by the Mersey Gateway Project particularly associated with the removal of redundant infrastructure associated with the Silver Jubilee Bridge.
- Developing Strategic and Local Gateways at key locations to ensure linkages across West Runcorn and surrounding areas.

Key Area of Change CS11 – East Runcorn

Daresbury Strategic Site

The Strategic Site as defined above, will deliver the following development:

- 26ha of land will be made available to aid the expansion of the B1 science, high tech and research development at the existing Daresbury Science and Innovation Campus (SIC) and at land between the Bridgewater Canal and the Chester-Manchester railway line;
- The office and knowledge based facilities at Daresbury Business Park will be increased through the delivery of a further 40ha of B1(a) and (b) development.
- Phased delivery of approximately 1,400 dwellings, to provide a wide range of housing by size, type and tenure, including affordable housing in accordance with the provisions of CS13: Affordable Housing. New housing should be brought forward in the following broad phases:
 - Phase 1 – 500 dwellings on the land known as Delph Lane West, between the West Coast Main Line and the Chester-Manchester Line to the north of the site, and on the land immediately surrounding Preston Brook Marina
 - Phase 2 – 600 dwellings in the central area between the Daresbury SIC and Daresbury Park
 - Phase 3 – 300 dwellings at the area known as Wharford Farm, between the West Coast Main Line and the Chester-Manchester line to the south of the site
- A mixed use neighbourhood centre including a marina providing moorings for inland waterways craft sited alongside the Bridgewater Canal around the existing George Gleave's bridge. Any such provision of a neighbourhood centre should avoid unacceptable impact on the vitality and viability of existing centres and the planned neighbourhood centre at Sandymoor. Individual

<p>retail units should not exceed 80sqm in size.</p> <p>Sandymoor Completion of the Sandymoor residential area will be achieved through the delivery of approximately 1,400 additional units to the south and west of the existing Sandymoor community, in line with outstanding consents including a new neighbourhood centre, primary school (if required) and public transport connections. The delivery of further development at Sandymoor should have regard to the adopted planning framework.</p>	
<p>CS16 - The Mersey Gateway Project</p> <p>a) Delivering the Mersey Gateway Project The land and infrastructure necessary for the successful implementation of the Mersey Gateway Bridge will be safeguarded. Any proposals that would impact negatively or prevent the successful implementation of the Mersey Gateway Project and associated infrastructure will not be permitted. As part of the Mersey Gateway Project, associated works will be supported and safeguarded including those related to the road network, road junctions, main toll plazas and the M56 with a focus on it's junctions in Halton.</p> <p>b) Sustainable Transport Opportunities Following the construction of the Mersey Gateway Bridge, opportunities to secure improved cross-river sustainable transport options will be capitalised upon, including sustainable transport opportunities associated with the Silver Jubilee Bridge.</p> <p>c) Regeneration and Development Opportunities Development proposals should seek to take advantage of the regeneration and development opportunities attributable to the Mersey Gateway Project, especially where this can assist in raising the quality of design in an area and in the creation of gateway features. This will be particularly encouraged in the South Widnes (CS9) and West Runcorn (CS10) Key Areas of Change.</p> <p>d) Environmental Impacts Negative environmental impacts caused by the construction of the Mersey Gateway will be mitigated where appropriate, and opportunities to enhance the natural environment sought. This is particularly applicable to the Mersey Estuary Special Protection Area (SPA), Ramsar site, and Site of Special Scientific Interest (SSSI) and other areas of significant environmental value.</p> <p>With respect to internationally important sites (Mersey Estuary SPA and Ramsar site) such measures will need to be sufficiently extensive to enable a conclusion of no adverse effect on integrity unless it can be demonstrated that there are both no alternatives and Imperative Reasons</p>	<p>Recreational pressures on the Mersey Estuary.</p> <p>Water run-off affecting water quality of Mersey Estuary.</p>

<p>of Over-riding Public Interest.</p> <p>CS17 - Liverpool John Lennon Airport The operation and expansion of Liverpool John Lennon Airport (LJLA) in line with its 2007 Master Plan will in principle be supported, including proposals for a runway extension and the new Eastern Access Transport Corridor (EATC).</p> <p>This will be subject to future development and expansion of LJLA demonstrating that it is in accordance with Halton's Sustainable Development Principles (CS2) and that positive impacts are enhanced where appropriate.</p> <p>Negative environmental and social impacts associated with the operation and expansion of LJLA will be appropriately addressed including measures to reduce or alleviate the impacts on:</p> <ul style="list-style-type: none"> ▪ Residents and other users, of any increases in noise, road traffic, air pollution or public safety risk; ▪ the setting and local character of Hale Village; ▪ the natural and built environment, including areas of international, national or local conservation, ecological and landscape value; ▪ the risks associated with climate change; and ▪ the local and regional transport network <p>a) Runway Extension A runway extension to the east of the existing airport boundary, as set out in the Airport Master Plan, will require a local change to Halton's Green Belt boundary. An area of search for the Green Belt boundary change for the runway extension is shown in Figure 14. The precise extent of this change, and the detailed criteria to be met in the implementation of the runway extension, will be considered in a Site Allocations DPD or equivalent. Any land re-designated as part of the Green Belt boundary change will only be permitted for the purpose of the runway extension and associated aircraft safety requirements.</p> <p>b) Surface Access The provision of sustainable surface access to the airport in accordance with the Airport Surface Access Strategy will be supported to maintain existing network capacity. Additional network capacity is proposed to be met through the development of the EATC. The route of the proposed EATC, through Halton's Green Belt, will be determined through the standard approvals process and will not require an amendment to Halton's Green Belt.</p>	<p>Air quality effects of Manchester Mosses SAC and Rixton Clay Pits SAC.</p>
<p>CS21 – Green Infrastructure Halton's green infrastructure network will be protected, enhanced and expanded, where appropriate. Halton Borough Council working alongside other partners and agencies responsible for</p>	<p>Recreational pressure on the Mersey Estuary.</p>

the delivery and maintenance of green infrastructure will achieve this through:

- Ensuring that new development maximises opportunities to make provision for high quality and multifunctional green infrastructure taking account of deficiencies and the standards for green space provision.
- Resisting the loss of green infrastructure where there are identified deficiencies in provision.
- Protecting, enhancing and where possible creating linkages and connections between natural habitats and other landscape features which contribute towards a network of greenspaces and corridors of value for biodiversity, recreation and the amenity needs of the community.
- Improving accessibility, where appropriate, to the green infrastructure network particularly where this encourages walking and cycling.
- Maximising the contribution of Halton’s green infrastructure to broader sustainability objectives including health, climate change adaptation, and maintaining and improving biodiversity.
- Identifying the Borough’s multifunctional green infrastructure network and preparing detailed policies within the Site Allocations and Development Management DPD for its protection.
- Sustaining the protection afforded to internationally important sites for biodiversity by managing recreational impacts and encouraging the use of the wider green infrastructure network which is less sensitive to recreational pressure.
- Using developer contributions to facilitate improvements to the quality, connectivity and multifunctionality of the Borough’s green infrastructure network.
- Supporting the delivery of programmes and strategies to protect, enhance and expand green infrastructure across the Borough including local and sub-regional strategies and Regional Park initiatives.

ST HELENS RE-PUBLICATION CORE STRATEGY (JANUARY 2011)

Policy

CSS 1 – Overall Spatial Strategy

The regeneration of St Helens to 2027 will be delivered through distributing development across the Borough and supporting regeneration activity. The distribution of development will be as follows:

- i. The majority of all new development will be directed towards the regional town of St Helens;
- ii. Three quarters (72%) of new residential development, will be directed towards the regional town of St Helens. The remainder will be directed towards Newton-le-Willows and Earlestown (20%), Haydock and Blackbrook (5%) and Rural St Helens (3%);
- iii. St Helens Town Centre will maintain and protect its market share within the region by securing further retail and leisure development opportunities;

Nature of Potential Effect

Air quality effects and recreational pressures on Manchester Mosses SAC and Rixton Clay Pits SAC.

Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.

Water run-off affecting water quality of Mersey Estuary.

Recreational pressures on the Mersey Estuary.

- iv. Earlestown will remain the second Town Centre within the Borough, whilst Rainhill and Thatto Heath will be classed as District Centres. The following will serve as local centres: Billinge; Chain Lane; Chancery Lane; Clipsley Lane; Eccleston; Fingerpost; Marshall's Cross; Newton-le-Willows; Newtown; Rainford; Sutton; and Denton's Green;
- v. The main focus for economic development will continue to be the M62 Link Road Corridor in St Helens and Haydock Industrial Estate;
- vi. The reuse of previously developed land in sustainable locations will be prioritised;
- vii. The general extent of the Green Belt as indicated on the Core Strategy Key Diagram will be maintained in the short to medium term. The detailed Green Belt boundary is shown on the Proposals Map. Any strategic review of the Green Belt will be dependent on work carried out at the Sub-Regional level;
- viii. An area of land in the Green Belt, principally based on the former Parkside Colliery, is identified as a strategic location for a Strategic Rail Freight Interchange. Subject to an appropriate scheme being fully developed on site, which meets Policy CAS 3.2, the land will then be considered favourably for removal from the Green Belt through the Allocations DPD;
- ix. Within the Green Belt area, development will be restricted to within existing settlement boundaries or major developed sites in the Green Belt;

CAS 1 – St Helens Core Area Strategy

Within the St.Helens Core Area new residential development will be focused towards:

- The two urban villages of Lea Green and Moss Nook;
- Areas of deprivation, and, in particular areas of Parr, Thatto Heath, and Four Acre; and
- Elsewhere within the Core Area on suitable previously developed land.

Economic development in the St.Helens Core Area will be concentrated on sites within or closely related to the M62 Link Road Corridor and will:

- Bring forward the early development of land with planning permission such as Lea Green Farm East and West;
- Remove constraints to bring forward industrial sites for development, with initial attention focused on the Sutton area, Gerard's Bridge and Cowley Hill; and
- Improve the accessibility of economic areas from deprived communities.

The Council will support service providers in the St.Helens Core Area to:

<ul style="list-style-type: none"> ▪ Improve accessibility to the redeveloped St.Helens Hospital; ▪ Facilitate the allocation and development of sites in accessible locations for improved health facilities in Eccleston, Sutton, Parr and Thatto Heath; and ▪ Implement the Building Schools for the Future programme and Primary Capital Strategy. <p>Green infrastructure improvements will include:</p> <ul style="list-style-type: none"> ▪ Protecting and enhancing the Greenway network comprising Sutton Brook, Ravenhead, Eccleston and Sankey Valley Park Greenways and linkages to them; and ▪ Restoring Brickfield Quarries to Brickfield's community woodland, including its integration with the Forest Park; <p>Development will not prejudice and, where appropriate, will support objectives to protect and enhance the accessibility of the Borough through:</p> <ul style="list-style-type: none"> ▪ Protecting the route of the St.Helens Central to St.Helens Junction Rail Link; ▪ Provision of a new station and associated facilitating development at Carr Mill; ▪ Expansion of park and ride facilities at St.Helens Junction; ▪ Maintaining the effectiveness of the A570 Linkway and M62 J7 at Rainhill Stoops; and ▪ Supporting the electrification of the Liverpool to Wigan and Liverpool to Manchester rail lines. 	
<p>CAS 3.2 – Development of a Strategic Rail Freight Interchange (SRFI) at the Former Parkside Colliery</p> <p>The site of the former Parkside Colliery and immediately adjacent land is identified as a strategic location which has the potential to facilitate the transfer of freight between road and rail. The Council supports in principle the delivery of a SRFI in this location.</p> <p>The Council believes a deliverable and viable SRFI can be developed on the western side of the M6 with an operational area of approximately 85 hectares.</p>	<p>Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p>
<p>CH 1 – Meeting St Helens' Housing Requirement</p> <p>The net housing requirement for the period 2003 to 2027 comprises 13,680 new dwellings.</p>	<p>Air quality effects and recreational pressures on Manchester Mosses SAC and Rixton Clay Pits SAC.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off affecting water quality of Mersey Estuary.</p> <p>Recreational pressures on the Mersey Estuary.</p>

CE 1 – A Strong and Sustainable Economy

Sufficient land and premises will be provided to strengthen and diversify the Borough's economic base and to support the City Growth Strategy and other economic regeneration and development initiatives through:

- 1. Providing at least 46 hectares of land for B1, B2 or B8 purposes to 2027. This will primarily be for B8 uses and will be met through:
 - i. A review of the existing and identified land supply to identify which B2 sites could be reused for B1 or B8 uses;
 - ii. The identification of a range of sites within the Allocations DPD;
 - iii. Parkside SRFI meeting an element of the demand for B8 Storage and Distribution.

Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.

Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.

Water run-off affecting water quality of Mersey Estuary.

TRAFFORD CORE STRATEGY PUBLICATION DOCUMENT (SEPTEMBER 2010)

Policy

Nature of Potential Effect

SL5 – Carrington Strategic Proposal

A major mixed-use development will be delivered in this location, providing a new residential community, together with employment, educational, health and recreational facilities. This will be supported by substantial improvements to both public transport and road infrastructure.

Air quality effects and recreational pressures on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.

The Council considers that this Location can deliver:

Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.

Water run-off affecting water quality of Mersey Estuary.

- 1,560 residential units comprising, predominantly, accommodation suitable for families;
- 75 hectares of land for employment activities;
- New road infrastructure to serve the development area to relieve congestion on the existing A6144;
- Significant improvements to public transport infrastructure by improving access to Partington, the Regional Centre and Altrincham with links to the Metrolink system;
- Community facilities including convenience retail, school provision, health and recreational facilities of a scale appropriate to support the needs of the new community, and
- High quality green infrastructure within the new community and connects with the surrounding open countryside and protects and enhances the existing sites of environmental importance.

The site specific implications of this proposal will be detailed and identified in the Carrington Area Action Plan.

L1 – Land For New Homes

Within the overall supply of land made available for new development, the Council will seek to ensure that an adequate range of sites is made available across the Borough to allow a variety of types of housing, including accommodation that is affordable by all sectors of the local community, to be provided, subject to the capacity of the urban area and infrastructure to accommodate the development and the need to protect the environment. The following matters will be taken into consideration in releasing land for new homes:

Scale

Up to 2026 the Council will seek to deliver high quality housing affordable by all sectors of the local community, in line with the spatial development framework set out in this Plan by:

- Releasing sufficient land to accommodate a minimum 11,800 new dwellings (net of clearance), including an uplift of 20% (until 2018), to reflect the Housing Growth Point status;
- Phasing the release of this land to accommodate 1,400 new dwellings between 2008/09 and 2010/11, 3,810 new dwellings between 2011/12 and 2015/16 and 3,656 new dwellings between 2016/17 and 2020/21, and 3,040 between 2021/22 and 2025/26.

In the event that funding for the Housing Growth Point is not forthcoming, the Council will consider whether it is appropriate to retain the increased housing land targets (the 20% uplift referred to in L1.2) through to 2018.

This will be achieved through new-build, conversion and sub-division of existing properties. The Council will seek to ensure the efficient use of land, concentrating higher density housing development in appropriate and sustainable locations at lowest risk of flooding, where it can be demonstrated that it is consistent with the provisions of L2. In less sustainable locations, housing development will only be acceptable where appropriate provision to meet local infrastructure needs will be delivered.

Distribution

Table L1 demonstrates that approximately 30% of the land to be released will be within the Regional Centre and Inner Areas, of the remaining 70%, within the South City Region area, half will support key regeneration priorities set out in Policy L3 and/or strengthen and support Trafford's 4 town centres.

L3 – Regeneration And Reducing Inequalities**Priority Regeneration Area – Partington**

Within Partington, development and redevelopment will be supported which will provide or contribute to the provision of approximately 850 units of new residential accommodation, suitable for families, (part of which will be provided on a substantially vacant/unused 16 hectare green-field site abutting the Manchester Ship Canal); a redeveloped local shopping centre; and improvements to open space and amenity areas in terms of quality and access, including the provision of a 'green loop' to connect existing areas of green space to create an accessible, attractive route for walking and cycling around Partington.

- Development will be required to contribute to the improvement of the public transport

- infrastructure to mitigate against the impact of the development on the highway network and to address the deficiencies in the existing public transport provision;
- The impact of the proposed development on flood risk related to the adjoining Ship Canal and Red Brook should be assessed in accordance with Policy L5 of this Plan;
 - Development within Partington should be built at a density that will safeguard an appropriate level of high quality, accessible open amenity space;
 - The release of green-field land for development will only be allowed where it can be demonstrated that it will make significant contributions to the regeneration priorities for Partington and will not have a significant adverse impact on the ecological value of the land;
 - Where development is proposed on amenity open space, a contribution will be required to secure improvements to the quality of remaining areas of open space, while ensuring that standards of sufficiency, as set out in Policy R5, are achieved;
 - Additional contributions towards the provision/improvement of open space and public realm in and around the township over and above the contributions required in accordance with Policy R5 may be required in order to fund improvements to the quality of open space;
 - As appropriate, the development proposal should improve the housing mix, type and tenure across Partington as a whole;
 - Developers will be required to locate uses classified in PPS25 as being 'more vulnerable' to flooding such as residential, certain leisure uses, healthcare and educational facilities outside Flood Zone 3.

In line with the current commitment for residential development on the greenfield site known as Partington Canalside, developer(s) will be required to:

- Demonstrate how the development will secure or contribute to the redevelopment of the existing local shopping centre.
- Provide additional contributions towards the provision/improvement of open space and public realm in and around the township over and above the contributions required in accordance with Policy R5 may be required in order to fund improvements to the quality of open space.
- Locate vulnerable uses such as those identified in PPS25 outside of the areas identified as Flood Zone 3.
- Provide additional contributions to those required under SPD1: Developer Contributions to Highways and Public Transport Schemes SPD relating to the improvement of the public transport infrastructure (additional bus service provision) to serve the local community.

W1 – Economy

Supporting Growth

In order to encourage the development of clusters of economic activity the Council will identify a range of sites for a variety of employment uses, with the appropriate infrastructure to attract key

Air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.

economic growth sectors to Trafford. Employment uses within this policy refers to B1 business/office, B2 general industry and B8 storage or distribution and similar appropriate uses.

The Council recognises the significant contribution that existing successful manufacturing industries make to the economy of the Borough and will continue to support these industries where appropriate within the context of the Development Plan for Trafford.

Distribution

The Council will focus employment uses in the following places:

- Pomona Island;
- Trafford Wharfside;
- Trafford Park Core;
- Trafford Centre Rectangle;
- Carrington;
- Broadheath; and
- Town Centres.

B1 office uses will be focused in the Regional Centre (Pomona and Wharfside), and the town centres. Some B1 office development will be appropriate within Trafford Park Core, Carrington, Broadheath and at Trafford Centre Rectangle where it supports existing employment uses and employment regeneration initiatives.

Trafford Park Core will be a key location for industry and business activity within the Manchester City Region Inner Area and will be the principal location for employment development in the Borough. The focus will be on the provision of modern industrial, storage and distribution and office development which is ancillary to existing or proposed employment uses with residential development not normally supported. Improvements to public transport infrastructure to provide an integrated, frequent public transit system linking the location with surrounding residential and commercial areas will be required.

Carrington has significant potential to accommodate large-scale employment development, particularly for general industrial, storage and distribution uses with office development which is ancillary to existing or proposed employment uses, in order to complement the offer in Trafford Park. Part of the former Shell site at Carrington is proposed for employment development as part of the creation of a new mixed-use neighbourhood. Further details are set out in Location SL5.

Broadheath will be retained and supported as a principal employment location in the south of the Borough, primarily for B2 and B8 uses.

Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.

Water run-off affecting water quality of Mersey Estuary.

Employment development in the other places identified will be detailed in Policy W2 or through each individual Strategic Location.

Outside of these places and on any smaller sites identified within the Land Allocations DPD, the Council will only permit employment uses (including development proposed to support economic activity associated with Manchester Airport) provided that it is in accordance with other policies in the Development Plan for Trafford and that:

- It will contribute significantly to the Plan's overall objectives, including the economic growth of the City Region;
- It will contribute significantly to the achievement of the regeneration priorities set out in Policy L3;
- It promotes the use of derelict, vacant or under-used previously developed land and;
- The sites will be accessible by a range of alternative modes other than the private car.

In determining applications for the redevelopment of existing employment sites for non employment uses, developers will be required to provide a statement to the satisfaction of the Local Planning Authority, demonstrating that:

- There is no need for the site to be retained for employment purposes and it is therefore redundant;
- There are no suitable alternative sites, within the locality, to meet the identified need for the proposed development;
- The proposed redevelopment would not compromise the primary function of the locality or the operations of neighbouring users, and
- The proposed redevelopment is in accordance with other policies in the Development Plan for Trafford.

	Up to 2015/6	to 2016/7 to 2020/1	2021/2 to 2025/6	Total Land Supply for B Use (Hectares)
Pomona Island	4	4	2	10
Trafford Wharfside	3	3	4	10
Trafford Park Core	18	22	15	55
Trafford Centre Rectangle	2	6	7	15
Carrington	25	25	25	75
Broadheath	3	3	4	10
Town Centres	1	2	2	5
Elsewhere	3	3	4	10
Policy W1 Allocation Total	59	68	63	190

SALFORD DRAFT CORE STRATEGY (NOVEMBER 2009) AND PRE-PUBLICATION CONSULTATION (JUNE 2011)

Policy

E1 – New Employment Development

Gross completion of employment floorspace to be delivered within Salford:

- 650,000 square metres of offices (use class B1a/b)
- 210,000 square metres of industry (use class B1c/B2)
- 250,000 square metres of warehousing (use class B8) (excludes the proposed inter-modal freight terminal at Barton, see below)

Of the 650,000 square metres of office development:

- 500,000 square metres will be within the Regional Centre, located on regionally and sub-regionally significant sites
- 150,000 square metres will be distributed across the rest of the city, focused particularly within the town centres and main employment areas

Approximately 125 hectares of land will be provided to accommodate the 210,000 square metres of industry and 250,000 square metres of warehousing, through a combination of the following:

Nature of Potential Effect

Air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.

Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.

Water run-off and direct water pollution affecting water quality of Mersey Estuary.

Potential for positive air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites (switching of freight from road to

- Sites with planning permission and/or allocated in the Unitary Development Plan = 51 hectares
- Other infill development and extensions within existing employment areas = 24 hectares
- Release of greenfield land at Wharton Lane, Little Hulton (Cutacre) = 10 hectares
- Release of Green Belt land at Barton = 40 hectares (with replacement Green Belt designated at Little Hulton, so no net loss)

rail and water).

Regionally Significant Sites

Develop one of a handful of 'media cities' in the world, known as MediaCityUK, providing an internationally important employment area. This will cover approximately 200 hectares of land, focused on Salford Quays and extending westwards and northwards within the former Enterprise Zone south of Eccles New Road, and across the Manchester Ship Canal to Trafford Wharfside in the neighbouring borough of Trafford. The range and quality of premises available to media-related industries will be enhanced across the area. The broader office role of Salford Quays will also be expanded, providing an additional 170,000 square metres of office floorspace. All development proposals within the area should support the success of MediaCityUK.

Deliver 150,000 square metres of office development within the Salford Central sub-area of the Regional Centre. This will be focused around Salford Central Station and the southern end of Middlewood.

Deliver 100,000 square metres of office development within the Greengate sub-area of the Regional Centre. This will be focused within the Exchange Greengate area to the east of Blackfriars Street, and around the Deva Centre

Deliver a new inter-modal freight terminal on land at Barton (south of the A57 Liverpool Road, west of the M60 motorway, and north of the Manchester Ship Canal), utilising access via water, rail and road. As part of the development provide a new rail spur from the Manchester-Liverpool railway line, and improved highway links across the canal.

Sub-Regionally Significant Sites

Deliver 50,000 square metres of office development within the Ordsall Waterfront sub-areas of the Regional Centre, focused primarily at the southern end of the corridor adjacent to Exchange Quay.

Deliver 30,000 square metres of office development within the Crescent and Liverpool Street sub-areas of the Regional Centre, with additional employment-led redevelopment along Liverpool Street.

Continue the development, enhancement and expansion of the Salford Innovation Park as a

location for knowledge-based uses, maximising links to the University of Salford and the local community

Develop 10 hectares of land at Wharton Lane in Little Hulton for employment purposes (primarily industry and warehousing), as part of the much larger Cutacre proposal extending into Bolton. Ensure that:

- The site is accessible by public transport, cycling and walking to the residents of Little Hulton and Walkden in particular
- The main vehicular access to the site from the A6 is via the rest of the Cutacre site in Bolton, and there is no increased pressure on the Wharton Lane or Lester Road junctions
- A secondary access is provided through the site from Lester Road, helping to relieve pressure on its junction with the A6
- Signing and management measures direct HGV traffic away from Little Hulton and Walkden as far as possible
- Improvements are secured to the local water supply, so that there is no negative impact on existing users
- A large country park is provided as part of the development of the whole site, including around 40 hectares within Salford

Develop 40 hectares of Green Belt land to the west of City Airport Manchester for employment purposes (primarily industry and warehousing). Ensure that this is located so as to:

- Minimise the loss of Grade 1 agricultural land and existing arable uses
- Minimise the fragmentation of agricultural landholdings, with any active agricultural uses relocated onto appropriate land elsewhere within Chat Moss
- Retain the ability to provide a road link between the A57 and M62
- Minimise the impact on the function and openness of the remaining Green Belt

Designate at least 40 hectares of new Green Belt on the western side of Little Hulton, ensuring that there is no net loss of Green Belt in Salford overall

H1 – Scale and Distribution of Housing Development

Deliver a net increase of 33,750 dwellings within Salford (2007-2027)

Indicative phasing of the delivery of new housing (net increase):

- 2007-2012 = 6,000 dwellings (1,200 per annum)
- 2012-2017 = 13,500 dwellings (2,700 per annum)
- 2017-2022 = 8,500 dwellings (1,700 per annum)
- 2022-2027 = 5,750 dwellings (1,150 per annum)

Air quality effects and recreational pressures on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.

Water quality (levels and flow) effects from water abstraction on the River

<p>Distribute the net increase of dwellings on the following basis:</p> <table border="1"> <thead> <tr> <th></th> <th>Net</th> <th>%</th> </tr> </thead> <tbody> <tr><td>Crescent</td><td>600</td><td>1.78</td></tr> <tr><td>Greengate</td><td>4,000</td><td>11.85</td></tr> <tr><td>Liverpool Street</td><td>400</td><td>1.19</td></tr> <tr><td>Ordsall Waterfront</td><td>1,450</td><td>4.30</td></tr> <tr><td>Salford Central</td><td>2,800</td><td>8.30</td></tr> <tr><td>Salford Quays</td><td>7,600</td><td>22.52</td></tr> <tr><td>Regional Centre sub-total</td><td>16,850</td><td>49.93</td></tr> <tr><td colspan="3"> </td></tr> <tr><td>Broughton Park and Higher Broughton</td><td>500</td><td>1.48</td></tr> <tr><td>Charlestown and Lower Kersal</td><td>1,950</td><td>5.78</td></tr> <tr><td>Claremont and Weaste</td><td>650</td><td>1.93</td></tr> <tr><td>Eccles New Road</td><td>650</td><td>1.93</td></tr> <tr><td>Greengate North and Trinity</td><td>1,100</td><td>3.26</td></tr> <tr><td>Lower Broughton</td><td>3,550</td><td>10.52</td></tr> <tr><td>Ordsall</td><td>800</td><td>2.37</td></tr> <tr><td>Pendleton</td><td>950</td><td>2.81</td></tr> <tr><td>Rest of Central Salford sub-total</td><td>10,150</td><td>30.07</td></tr> <tr><td colspan="3"> </td></tr> <tr><td>Eccles</td><td>1,600</td><td>4.74</td></tr> <tr><td>Irlam and Cadishead</td><td>1,250</td><td>3.70</td></tr> <tr><td>Swinton and Pendlebury</td><td>1,000</td><td>2.96</td></tr> <tr><td>Walkden and Little Hulton</td><td>2,650</td><td>7.85</td></tr> <tr><td>Worsley and Boothstown</td><td>250</td><td>0.74</td></tr> <tr><td colspan="3"> </td></tr> <tr><td>Salford West sub-total</td><td>6,750</td><td>20.00</td></tr> <tr><td colspan="3"> </td></tr> <tr><td>City total</td><td>33,750</td><td>100.00</td></tr> </tbody> </table>		Net	%	Crescent	600	1.78	Greengate	4,000	11.85	Liverpool Street	400	1.19	Ordsall Waterfront	1,450	4.30	Salford Central	2,800	8.30	Salford Quays	7,600	22.52	Regional Centre sub-total	16,850	49.93				Broughton Park and Higher Broughton	500	1.48	Charlestown and Lower Kersal	1,950	5.78	Claremont and Weaste	650	1.93	Eccles New Road	650	1.93	Greengate North and Trinity	1,100	3.26	Lower Broughton	3,550	10.52	Ordsall	800	2.37	Pendleton	950	2.81	Rest of Central Salford sub-total	10,150	30.07				Eccles	1,600	4.74	Irlam and Cadishead	1,250	3.70	Swinton and Pendlebury	1,000	2.96	Walkden and Little Hulton	2,650	7.85	Worsley and Boothstown	250	0.74				Salford West sub-total	6,750	20.00				City total	33,750	100.00	<p>Dee and Lake Bala.</p> <p>Water run-off affecting water quality of Mersey Estuary.</p>
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<p>T1 – Rail Electrify the Manchester-Eccles-Liverpool line and improve the rolling stock on the line.</p> <p>Enhance the Manchester-Eccles-Liverpool line to W10 gauge to improve freight capacity, ensuring that this is achieved in a way that is compatible with local regeneration objectives, environmental quality, heritage protection and residential amenity.</p> <p>Construct an electrified rail spur from the Manchester-Eccles-Liverpool line to serve the proposed inter-modal freight terminal at Barton, running along the eastern edge of City Airport Manchester</p>	<p>Temporary air quality and hydrological effects on Manchester Mosses SAC.</p> <p>Potential for overall positive air quality effects on Manchester Mosses SAC.</p>																																																																																				

<p>T6 – Highways and Vehicular Traffic Implement a hard shoulder running scheme on the M62 motorway between Junction 10 (M6 junction, in Warrington) and Junction 12 (M60/M602 junction).</p>	<p>Temporary air quality and hydrological effects on Manchester Mosses SAC.</p> <p>Potential for overall positive air quality effects on Manchester Mosses SAC.</p>
<p>T7 – Manchester Ship Canal Support increased use of the Manchester Ship Canal for the movement of freight, including through the delivery of a new inter-modal freight terminal on land at Barton (see Employment section)</p> <p>Support the development of sites adjacent to the Manchester Ship Canal that would utilise the canal for freight movements</p> <p>Increase the use of the canal for water taxis connecting major visitor destinations such as Salford Quays, the Bridgewater Canal, and, outside Salford, the Trafford Centre</p>	<p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p> <p>Potential for positive air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites (switching of freight from road to rail and water).</p>
<p>T8 – City Airport Manchester Develop the role of City Airport Manchester in a way that is consistent with its future designation as a conservation area, including:</p> <ul style="list-style-type: none"> ▪ The protection of its role for recreation flights and use by emergency services; ▪ The expansion of business and general aviation activity; and ▪ The provision of a hard runway <p>The provision of a hard surface runway within the existing boundaries of City Airport Manchester, and the expansion of business and general aviation activity, will be permitted provided that:</p> <ul style="list-style-type: none"> ▪ The Civil Aviation Authority is satisfied that the implications for airspace can be appropriately managed ▪ Any change in the site’s safeguarding requirements would not adversely impact on existing uses or Core Strategy proposals (e.g. new Salford Reds stadium or the development of a multi-modal freight interchange at Barton) ▪ It is located so as to minimise the impact on the site’s heritage and to allow the retention of as much of the existing grass runways in a useable form as practicable, which is likely to mean siting it along the northern boundary ▪ The negative impact on the site’s heritage value through loss of part of the existing grass runways and the introduction of larger/jet aircraft is mitigated through significant investment in: <ul style="list-style-type: none"> ○ The protection and enhancement of the site’s remaining heritage assets; and ○ On-site interpretative material relating to the site’s history and heritage features that is 	<p>Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.</p>

<p>accessible to the general public</p> <ul style="list-style-type: none"> ▪ It maintains the openness of the Green Belt and does not conflict with the purposes of including land within it ▪ Aircraft are routed so as to minimise the noise impact on nearby residents and other sensitive uses, and ensure that there is no significant net increase in that impact (including through funding noise insulation to individual dwellings if required) ▪ It would not result either individually or cumulatively with other developments in air quality standards not being achieved ▪ The site is subject to a management plan that ensures that its heritage features and recreation role continue to be protected and enhanced, and that the airport is a positive feature in the local community including through the monitoring, management and mitigation of air and noise pollution and the development of community projects ▪ Light pollution and its impact on the Green Belt are minimised ▪ There is a net increase in the biodiversity value of the site and/or the surrounding area ▪ The site is subject to a surface access plan which seeks to maximise access by walking, cycling and public transport and reduce car dependency 	
<p>GB3 – Chat Moss</p> <p>A Biodiversity Heartland will be established and enhanced within Chat Moss:</p> <ul style="list-style-type: none"> ▪ Focused around the existing peat extraction sites, but including other land in between and around those sites to provide a suitable buffer and connections between habitats ▪ Forming part of a larger biodiversity area that extends into Wigan to include the Astley and Bedford Mosses ▪ Providing a range of priority habitats, with a particular emphasis on securing the restoration of lowland raised bog habitats, and where this is not possible other compatible wetland habitats <p>Encourage and enable the active agricultural use of the high grade agricultural land in the rest of Chat Moss for food production, supporting farm diversification where this is consistent with the primary agricultural use of the site but generally resisting other non-agricultural uses</p> <p>Increase public access throughout Chat Moss for informal recreation purposes where this is compatible with the primary function of sites such as biodiversity and agriculture</p> <p>Increase formal recreation and leisure uses adjacent to the urban area, and on low grade agricultural land within the northern parts of Chat Moss and along the Glaze Brook, and focus non-agricultural uses such as tourism and equine activities in these locations</p> <p>Enable the natural development of the Glaze Brook, with the establishment of additional wetland habitats</p>	<p>Potential for overall positive effects regarding recreational pressures on Manchester Mosses SAC and Rixton Clay Pits SAC as alternative and enhanced open space and recreation facilities would be available.</p>

<p>Anywhere in Chat Moss Development will not be permitted where it would have an adverse impact on any existing or proposed lowland raised bog restoration schemes, for example in terms of hydrology.</p> <p>Additional peat extraction will not be permitted within Chat Moss.</p> <p>Within the Biodiversity Heartland Development proposals should take all practicable opportunities to maintain and enhance the area's nature conservation potential, in accordance with the following hierarchy of habitats (highest priority first):</p> <ul style="list-style-type: none"> ▪ Lowland raised bog ▪ Other compatible wetland habitats ▪ Other compatible priority habitats ▪ Other compatible habitats <p>Within the Rest of Chat Moss Formal leisure and recreation uses will only be permitted on high grade agricultural land where the site is adjacent to the urban area.</p>	
CHESHIRE EAST CORE STRATEGY ISSUES AND OPTIONS PAPER (NOVEMBER 2010)	
Policy	Nature of Potential Effect
<p>Strategic Options</p> <p>High Growth Strategy Average housing P/A 1,600 Average change in jobs P/A 950</p> <p>This option is most likely to deliver the economic growth aimed at in the sub-regional Strategy 'Unleashing the Potential'. It will achieve the highest level of affordable housing and will be the option most likely to reduce out-commuting. It will also best achieve funding for new transport, social and green infrastructure provision.</p>	<p>Air quality effects and recreational pressures on Manchester Mosses SAC, Rixton Clay Pits SAC, Midland Meres and Mosses Phase and Phase 2 Ramsar sites.</p> <p>Hydrological effects on Midland Meres and Mosses Phase and Phase 2 Ramsar sites.</p>
<p>Spatial Options</p> <p>Option 1: Growth in Crewe and Key Service Centres Outside of Green Belt Under this option, a high proportion of development over the next 15 - 20 years would occur in the southern part of the Borough with the focus of development on delivering 'All Change for Crewe' and maximising Crewe's role, not just as the sub-regional centre for south Cheshire, but also as the main driver of growth for the whole of Cheshire East. It would build on the town's</p>	<p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p>

recent economic successes and the availability of a supply of skilled labour, provide a wider choice of homes and supporting services.

The Key Service Centres in the southern part of the Borough (Alsager, Congleton, Middlewich, Nantwich and Sandbach) would also be the focus for growth. This would help to deliver the redevelopment of a number of large vacant sites, but would also require development of greenfield sites on the edge of these towns.

There would be limited growth in Macclesfield and Key Service Centres in the northern part of the Borough with no release of sites from the Green Belt.

There would be a limited amount of development in and on the edge of the Local Service Centres and small villages where this could be accommodated without releasing the Green Belt.

Development Distribution

The table below indicates the approximate proportion of new dwellings that would be identified for each settlement tier.

Housing Development Distribution

Settlement Hierarchy	Proportion of Development	Housing (20 years)		
		High	Medium	Low
Principal Towns	46%	14,400	12,400	10,600
Key Service Centres	44%	15,350	12,400	10,100
Local Service Centres	7%	1,600	1,600	1,600
Smaller Villages	3%	650	550	700

Job Distribution

Settlement Hierarchy	Proportion of Development	Jobs (20 years)		
		High	Medium	Low
Principal Towns	46%	8,550	6,000	3,200
Key Service Centres	44%	9,100	6,000	3,100
Local Service Centres	7%	950	800	500
Smaller Villages	3%	400	250	200

The Council is currently undertaking an Employment Land Review that will identify the nature and scale of employment land needed in the Borough to meet its requirements up to 2030. Whilst the

Air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC,

<p>amount of land required in future for Cheshire East has not yet been quantified, we know that currently within Cheshire East there are around 306 hectares of land either allocated, having planning permission or under construction for employment purposes. Over half of this figure, however, is accounted for by four large sites, as follows:</p> <p>Basford East (43 hectares): allocated for employment uses, however development is dependent upon completion of Crewe Green Link Road;</p> <p>Basford West (55 hectares): site with planning permission for employment uses;</p> <p>Midpoint 18 Phase 3 (53 hectares): Site with outline planning permission primarily for employment development. However, development will be dependent upon the completion of the Middlewich Eastern Bypass; and</p> <p>South Macclesfield Development Area (22 hectares): Site allocated for mixed use development with a focus on employment uses. Development is dependent upon a new highway.</p>	<p>Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p>
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CHESHIRE WEST AND CHESTER CORE STRATEGY ISSUES AND OPTIONS PAPER (NOVEMBER 2009)

Policy	Nature of Potential Effect
<p>Strategic Spatial Options</p> <p>The targets for housing and employment set out in RSS should be met through the Core Strategy and the Growth Point Programme target will be tested.</p> <p>The RSS specifies how much extra housing is required to meet the forecast increase in households across the region until 2021. It also states where this growth should take place. The RSS says that an extra 23,700 new homes will be required across the Cheshire West and Chester area from 2003 to 2021, which is a build rate of 1,317 homes each year. The RSS states that we should aim to achieve a target of 80% of new homes on brownfield land.</p> <p>From April 2003 to March 2009 a total of 5,745 (net) new dwellings were completed. The RSS requirement of 23,700 between 2003-2021, minus 5,745 completions 2003-2009 leaves a net residual housing requirement of 17,955. From 2008-2021, 1,496 dwellings per year are therefore required (17,955 divided by 12 years remaining). A five year land supply is also required of 7,480 (1,496 units x 5 years). The existing supply as of April 2009 is 6,852, giving a land supply of 4.5 years (6,852 divided by 1496).</p> <p>If the Growth Point housing target is factored in (23% higher than the RSS figure), a further 2,718 new houses will be required for the nine year Growth Point period of 2008/9 - 2017. The Core Strategy is the appropriate place to test whether this can be achieved. Possible ways to achieve the planned growth will be investigated through the Core Strategy and the associated Strategic</p>	<p>Air quality effects and recreational pressures on Manchester Mosses SAC, Rixton Clay Pits SAC, West Midland Mosses SAC and Midland Meres and Mosses Phase and Phase 2 Ramsar sites.</p> <p>Hydrological effects on Midland Meres and Mosses Phase 2 Ramsar site and West Midland Mosses SAC.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off affecting water quality of Mersey Estuary.</p>

Housing Land Availability Assessment, which is currently being prepared. When the Single Regional Strategy is prepared and published, this will also deal with the Growth Point programmes for all the relevant authorities in the north-west, including CWaC.

Comparison of Options

Option 1A: Regeneration based development

This option reflects the need for regeneration in certain parts of the Borough, to deal with existing deprivation and health problems and improve the environment

It concentrates development mainly in Ellesmere Port, with moderate development in Chester, Northwich and Winsford. Development in the smaller towns and villages and rural areas would be very limited.

This option takes account of the amount of brownfield land that is available for development. It also takes account of constraints on development such as Green Belt.

Option A would result in major growth of Ellesmere Port and more limited growth of Chester, particularly concentrating on improvements to the most deprived wards in these areas. There would also be some small-scale growth of Northwich and Winsford and minor growth in other key settlements, which would be appropriate to the scale of the settlement.

If the SHLAA identifies that there insufficient housing sites available in the existing urban areas, the potential for an urban extension to Ellesmere Port and potentially also the other main urban areas may need to be considered.

	Chester	Ellesmere Port	Northwich	Winsford	Key rural settlements
Option 1A	10-30% 150-449 units	40-60% 598-898 units	10-20% 150-299 units	10-20% 150-299 units	0%
Option 1B	30-40% 450-598 units	20-30% 299-449 units	10-30% 150-449 units	10-30% 150-449 units	0%
Option 1C	10-30% 150-449 units	10-30% 150-449 units	10-20% 150-299 units	10-20% 150-299 units	0%
Option 1D	20-30% 299-449 units	20-30% 299-449 units	10-30% 150-449 units	10-30% 150-449 units	10-30% 150-449 units

	Chester	Ellesmere Port	Northwich	Winsford	Key rural settlements
Option 1A	10-30% 184-552 units	40-60% 736-1104 units	10-20% 184-368 units	10-20% 184-368 units	0%
Option 1B	30-40% 552-736 units	20-30% 368-552 units	10-30% 184-552 units	10-30% 184-552 units	0%
Option 1C	10-30% 184-552 units	10-30% 184-552 units	10-20% 184-368 units	10-20% 184-552 units	0%
Option 1D	20-30% 368-552 units	20-30% 368-552 units	10-30% 184-552 units	10-30% 184-552 units	10-30% 184-552 units

Strategic Locations

We suggest that the following strategic locations are included in the Core Strategy: Chester City Centre Central Ellesmere Port In and around Northwich Town Centre In and around Winsford Town Centre

The strategic locations include some large sites, which could be considered to be strategic sites on

<p>their own. For example Chester City Centre includes Chester Central and Central Ellesmere Port includes Ellesmere Port Waterfront.</p> <p>All of the strategic locations would be central to the delivery of each of the four strategic spatial options, but depending on the option chosen, the amount of development in each location would change.</p>	
<p>RSS policy W3 states that in Cheshire and Warrington there is an oversupply of employment land (to 2021) and recommends the potential de-allocation of some sites. However, the CWaC Employment Land Review (2009) assessed the demand and supply of employment land to 2026 to fit with the revised Core Strategy timeframe. This suggested that whilst there is some spatial variation across the Borough, overall CWaC has an undersupply of employment land when the forecasting period is extended.</p> <p>If the employment land requirements are based on RSS to 2021</p> <ul style="list-style-type: none"> ▪ This would only address employment land need for the first 10 years of the plan period. This would ensure that the Core Strategy focuses on those sites that are deliverable in the first 5-10 years of the plan. However, there would be a danger that policies would take a short term view. Any requirement to de-allocate land could have a detrimental effect in meeting the Borough's long term employment land needs. ▪ The RSS requirement is for the Cheshire and Warrington sub-region and does not disaggregate the overall supply figures to the respective Local Authority areas. Further assessment would be needed to fully understand the distribution of supply across the sub-region and to identify if there is a need to de-allocate land within the Borough boundary (or alternatively, if the RSS requirement is met in neighbouring Authority areas). ▪ RSS states that sites of over 5ha make up 88% of committed employment land in the area and the average site size is over 20ha. Reducing the supply could be achieved by the de-allocation of a small number of larger sites. To do this it would be necessary to understand how the overall scale of provision and the portfolio of land has changed in CWaC and neighbouring Authority areas. ▪ RSS acknowledges the degree of uncertainty in establishing employment land requirements. It is noted that RSS policies are likely to be reviewed as part of the new Single Regional Strategy. At this stage the findings and implications of the 4NW review of Employment Land are unknown. <p>If the Employment Land Review forecasting to 2026 forms the basis of employment land</p>	<p>Air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC, West Midland Mosses SAC and Midland Meres and Mosses Phase and Phase 2 Ramsar sites.</p> <p>Hydrological effects on Midland Meres and Mosses Phase 2 Ramsar site and West Midland Mosses SAC.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off affecting water quality of Mersey Estuary.</p>

requirements:

- The Core Strategy would be based on the most up to date evidence regarding the Council's portfolio of employment land.
- This identifies that the Borough should provide approximately 502ha of employment land. The Employment Land Review has reviewed the Council's portfolio and has identified that whilst there is a headline supply of 596ha, some sites should be excluded as they are unlikely to be developed for employment uses (e.g. sites that have permission for alternative uses, or specialist sites etc). The findings indicate that CWaC has a realistic supply of approximately 370ha, resulting in a shortfall of 131ha overall. In addition, there are several constrained sites, or sites being held as expansion land for specific companies. As a worst case scenario the Borough would only have a supply of 196ha. Therefore, it is important that the Core Strategy incorporates some flexibility when considering future employment land needs.
- The Plan would take a long term view to meet the employment land requirements in the Borough. This could potentially allow for developments to be phased over the plan period, where information is known about the deliverability of sites.
- The Employment Land Review suggests that there may be an overall shortfall of employment land in the Borough. There may be a need to identify broad locations which could meet the areas longer term employment needs. However, the distribution of employment land is uneven with the Ellesmere Port area retaining a surplus of sites, whereas Chester, Northwich, Winsford and the rural area all have a shortfall.

Option 11B: Take a sectoral approach, so that there is a balanced supply of different types of employment land in each of the main towns and rural area. Encourage specific types of employment development in certain locations

There would be the potential to improve image in the Ellesmere Port / M53 corridor (see Image, Identity and Tourism topic paper).

This could allow for the diversification of local economies to prevent over-reliance on a specific sector. For example, Chester has been identified as vulnerable to the impact of the credit crunch as it is a focus for financial services, it could diversify Ellesmere Port's reliance on manufacturing. It would provide a range of local employment opportunities. The scale of development would depend on the identified need in each settlement and the preferred strategic spatial option. This option would complement area based regeneration initiatives, new housing development and links to local education/skills centres.

Maximising the Tourism Potential of the Waterways

The rivers and canals in the Borough currently attract tourists who walk or cycle beside them, or travel on them. The tourism potential of the waterways should be maximised, so that the area makes the most of its attractive features. This however should be undertaken as part of a joined up process of regenerating vacant and derelict sites, implementing sustainable transport and addressing the causes climate change.

An extensive network of canal systems exists in the north west and beyond. These routes are accessible from those canal systems within Cheshire West and Chester. Tourism already exists around these routes but could be developed further. Improvements are required to the waterways to make them more attractive to potential users and help realise additional opportunities for their use. Such improvements may arise through development on or adjacent to the canal or through allocations of land designed to foster increased usage of the waterways.

Increased use of the canals for transport will also be investigated and it will be necessary to ensure that the potential future transport and tourism use of the canals does not conflict.

A number of significant development opportunity sites exist which adjoin canals. Clearly there is potential here for some developments to facilitate better access to the waterways and an improvement of the routes themselves. These options are discussed below.

Recreational pressures on the Mersey Estuary, West Midland Mosses SAC and Midland Meres and Mosses Phase 2 Ramsar site.

Water run-off and direct water pollution affecting water quality of Mersey Estuary.

HALTON THIRD LOCAL TRANSPORT PLAN (2011/12 – 2025/2026)

Policy	Nature of Potential Effect
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Mersey Gateway

Proposed second crossing of the River Mersey in Halton-received planning permission 20/12/2010. Includes imposition of tolls on both the new Mersey gateway and existing Silver Jubilee Bridge. Scheduled to open to traffic 2015.

The Mersey Gateway will allow the Silver Jubilee Bridge, to become a local bridge, delivering substantial improvements in public transport, walking and cycling. This will be achieved through the transfer of approximately 80% of existing SJB traffic to the new bridge and the de-linking, down grading and removal of some of the existing SJB infrastructure that carried strategic routes. Removal of these 'physical barriers', which currently constrain access and connectivity in specific areas of Runcorn and Widnes, will in turn, provide opportunity for significant regeneration, including major additions and revisions to the existing highway network.

Recreational pressures on the Mersey Estuary.

Water run-off affecting water quality of Mersey Estuary.

Continued Support of 3MG

Develop freight distribution links between the airports, Mersey Gateway, Widnes Waterfront and Mersey Gateway Port.

Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.

	<p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p> <p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p> <p>Recreational pressures on the Mersey Estuary.</p>
<p>Highways</p> <ul style="list-style-type: none"> ▪ Widening of the A558 – Being considered to alleviate traffic. ▪ LJLA Masterplan Eastern Access Road. <p>Rail</p> <ul style="list-style-type: none"> ▪ Rail improvements such as the Northern Hub, rail electrification and Halton curve provide potential new and more frequent services that in turn will encourage greater use of this mode of travel. ▪ Liverpool – Manchester chat moss electrification. ▪ Halton Curve: Link Chester-Runcorn-Liverpool. Open up rail travel to John Lennon airport, also utilising Liverpool South Parkway station. ▪ The Halton Curve is a section of railway line that provides a connection between the Chester to Manchester Line and the Liverpool Branch of the West Coast Main Line. ▪ Pursue the proposal to allow bi-directional working on the Halton Curve in order to facilitate a regular passenger service to link North Wales, Chester, Halton, LJLA via Liverpool South Parkway, Liverpool Lime Street; 	<p>Water run-off affecting water quality of Mersey Estuary.</p> <p>Potential for overall positive effects on air quality of Manchester Mosses SAC and Rixton Clay Pits SAC.</p>
MERSEYSIDE THIRD LOCAL TRANSPORT PLAN	
Policy	Nature of Potential Effect
<p>Mersey Gateway</p> <p>Proposed second crossing of the River Mersey in Halton-received planning permission 20/12/2010. Includes imposition of tolls on both the new Mersey gateway and existing Silver Jubilee Bridge. Scheduled to open to traffic 2015. Runs from Runcorn to Widnes.</p>	<p>Recreational pressures on the Mersey Estuary.</p> <p>Water run-off affecting water quality of Mersey Estuary.</p>
<p>Silver Jubilee Bridge Improvements</p> <p>Major maintenance to improve the bridge; although this may take a back seat to the new Mersey gateway bridge.</p>	
<p>3MG Western Link Road</p> <p>Multimodal logistics and distribution facility in Halton. Potential impact on Merseyside roads particularly junction with A5300/A562. The provision of the Western Link Road will improve accessibility to the western part of the site and discourage movement of freight across the site on the local road network</p>	<p>Water run-off affecting water quality of Mersey Estuary.</p>

<p>Wirral Waters and Liverpool Waters Large mixed use development. Residential and commercial regeneration area.</p>	<p>Recreational pressures on the Mersey Estuary.</p> <p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p>
<p>Liverpool John Lennon Airport Eastern Access Road Will be undertaken by private developers – in combination with proposed runway extension.</p>	<p>Water run-off affecting water quality of Mersey Estuary.</p>
<p>Liverpool Super Port/Post Panamax Linking of John Lennon airport, cruise liner terminal with the city centre to increase provision of freight transport.</p> <p>Post Panamax – Proposed deep sea berth to accommodate the world’s largest container ships, known as ‘Post-panamax’. The delivery of this scheme could lead to the possibility of new onward freight flows being created to and from Liverpool, subject to gauge enhancement of certain sections of the respective routes.</p>	<p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p> <p>Potential for air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC, West Midland Mosses SAC and Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites (subsequent increases in associated road freight).</p>
<p>Halton Curve Possible Halton Curve reinstatement - link Chester-Runcorn-Liverpool</p>	<p>Potential for overall positive effects on air quality of Manchester Mosses SAC and Rixton Clay Pits SAC.</p>
<p>Liverpool to Manchester Railway Line Electrification</p>	<p>Temporary air quality and hydrological effects on Manchester Mosses SAC.</p> <p>Potential for overall positive effects on air quality of Manchester Mosses SAC and Rixton Clay Pits SAC.</p>
<p>GREATER MANCHESTER THIRD LOCAL TRANSPORT PLAN (2011/2012 – 2015/2016)</p>	
<p>Policy</p>	<p>Nature of Potential Effect</p>
<p>Cross City Bus Scheme <u>Leigh-Salford-Manchester Busway</u> Investment in bus priority along our Quality Bus Corridor network, to improve reliability, vehicles, waiting facilities and the passenger experience. The Leigh- Salford- Manchester Busway will significantly reduce journey times for communities living along that corridor.</p>	<p>Potential for overall positive air quality effects on Manchester Mosses SAC.</p>
<p>Park and Ride Bus-based park and ride could also have a role where it can provide similar benefits. The main potential is on Bus Rapid Transit routes, such as the proposed Leigh-Salford-Manchester Busway.</p>	
<p>Metrolink extension to Trafford Park/Trafford Centre/City of Salford Stadium and Port Salford</p>	

<p>Improved public transport access in this area will reduce congestion, particularly on the M60, and support the development of major business and freight areas. In the case of Trafford Park, this involves developing proposals for an extension running through Trafford Park, connecting with the Trafford Centre, the City of Salford Stadium and Port Salford.</p>	
<p>Electrification of Liverpool – Manchester Victoria line (via Eccles and Newton-Le-Willows) This was confirmed by the Chancellor of the Exchequer as part of the October 2010 Comprehensive Spending Review. Network Rail have advised that loading gauge enhancements on the Chat Moss line will be included in the electrification scheme, which will benefit freight traffic. The scheme will also include passive (at least) provision for the Port Salford development.</p>	<p>Temporary air quality and hydrological effects on Manchester Mosses SAC.</p> <p>Potential for overall positive effects on air quality of Manchester Mosses SAC and Rixton Clay Pits SAC.</p>
<p>Port Salford (Barton) Freight Interchange – see also Salford CS (Barton Interchange) Planning permission has been granted for a multi-modal freight interchange at Port Salford, on a site at Barton on the north bank of the Manchester Ship Canal, immediately west of the M60. This will become an important logistics hub for the west of the conurbation, utilising waterways and links with the Port of Liverpool, and also providing an intermodal rail terminal and rail linked warehousing. Port Salford freight terminal will benefit from berths on the Manchester Ship Canal, enabling ships of 500 teu (twenty foot equivalent unit) capacity to load and discharge at the site, making it the only inland waterway- served distribution park in the UK. Liverpool SuperPort aspirations will also aid development of the ship canal.</p>	<p>Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.</p> <p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p> <p>Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.</p>
<p>Modal Shift In the longer term, we will explore ways in which we can support and advocate modal shift to rail and water.</p>	<p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p> <p>Potential for overall positive effects on air quality of Manchester Mosses SAC and Rixton Clay Pits SAC.</p>
CHESHIRE EAST LOCAL TRANSPORT PLAN FINAL STRATEGY (2011 - 2026)	
Policy	Nature of Potential Effect
<p>B1 - Strategic Partnerships for Economic Growth Work with neighbouring authorities, appropriate regional/sub-regional organisations, public transport operators and providers to enhance cross-boundary and strategic investment opportunities in transport.</p> <p>Middlewich Eastern Bypass Midpoint 18 is a 320 hectare sub-regional employment site located to the east of Middlewich town centre. A development brief and supplementary planning guidance have been adopted by the Council to guide the future development of the area. The Council commissioned an Appraisal and</p>	<p>Potential for air quality effects on Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.</p> <p>Potential for positive air quality effects on Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites as local public transport services are improved.</p>

<p>Delivery Strategy for the site in 2009. The development site would be accessed via an extension to Pochin Way as a 2.2 km section of road passing through the site extending to Booth Lane to the South.</p> <p>Crewe Green Link Road South For the full strategic potential of the Basford Strategic Regional Site to be realised, the completion of the Crewe Green Link Road (CGLR) will be necessary. The first phase (North) was completed in 2004 and has played an important role in facilitating employment growth east of the town centre. Completion of CGLR South is an important component in delivering Crewe’s vision for economic growth to 2030 the aim of which is to see Basford East firmly established as one of the UK’s largest science-focused business parks.</p> <p>Middlewich Railway Work with partners including Middlewich Town Council to support the re-opening of the Sandbach to Northwich railway line to passengers and seek funding opportunities to take this scheme through the next development stage.</p>	
<p>Strategic Road Network The A556 (T) between the M6 and M56 has been identified as a key congestion corridor in the Connecting Cities: Northwest study (2010) resulting in poor air quality (at Mere Crossroads) and noise issues for local residents. The Highways Agency has identified this link as a priority in its investment programme and is currently developing proposals for the upgrade of the road subject to funding availability.</p>	<p>Potential for short term effects on hydrological regime of Midland Meres and Mosses Phase 1 and 2 Ramsar sites due to water run-off.</p> <p>Potential for overall positive air quality effects on Midland Meres and Mosses Phase 1 and 2 Ramsar sites.</p>
<p>S7 - Walking Work with stakeholders to improve facilities for walking so that it is attractive for shorter journeys.</p>	<p>Recreational pressures on Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites.</p>
<p>S8 – Cycling Work with stakeholders to improve facilities for cycling so that it is attractive for shorter journeys.</p>	
<p>H3 - Public Rights of Way & Green Infrastructure Protect and enhance public rights of way and green infrastructure and endeavour to create new links where beneficial for health, safety or access to green spaces.</p>	
<p>CHESHIRE WEST AND CHESTER INTEGRATED TRANSPORT STRATEGY (2011 - 2026)</p>	
<p>Policy</p>	<p>Nature of Potential Effect</p>
<p>Cycling and Walking Improve local linkages to the National and Regional Cycle Network and work with neighbouring authorities to maintain cross-boundary links.</p> <p>Investigate opportunities to improve cycle access in Chester, Ellesmere Port, Northwich and Winsford;</p>	<p>Recreational pressures on West Midland Mosses SAC, Mersey Estuary Midland Meres and Mosses Phase 1 and Phase 2 Ramsar sites</p>

Promote the development of footpath and cycle networks using canals, the Public Rights of Way network and other "green corridors".

Access to Leisure Activities

Review the further expansion of the green transport infrastructure network.

Work to further integrate green transport infrastructure networks with on-highway walking and cycling provision.

MERSEYSIDE JOINT WASTE DPD PREFERRED OPTIONS REPORT (MAY 2010) AND PREFERRED OPTIONS 2: NEW SITES CONSULTATION (MAY 2011)

Policy

The bulk of the sites which are required to meet the Needs Assessment for waste management facilities have been formally agreed by the Districts as a result of the Preferred Options consultation. These are illustrated by green symbols on the map on the previous page. As explained above, two sites which had been identified were rejected prior to consultation and two more were rejected as a result of consultation comments (red symbols).

Four new sites are consequently required to meet identified needs and have been agreed by the District Councils (blue symbols) and are being put forward for consultation in this report. The map also illustrates the spatial strategy which underlies the Waste DPD approach to identification of sites to meet the Needs Assessment. Details of the approach were provided in Section 3 of the Preferred Options Report.

Widnes Waterfront Site, Moss Bank Road (7.8ha) - Preferred Options 2 (May 2011)

Potential uses – Primary Treatment, Waste Transfer, Re-Processor.

This site is included as Halton Council's replacement sub-regional site following the withdrawal of H1576 "Ditton Sidings, Newstead Road" at the previous stage due to local public and councillor opposition regarding issues of access, proximity to housing and perceived suitability for a waste management use.

The interior of the site is vacant previously developed industrial land comprising hard-standing and piles of demolition rubble from the former ICI Pilkington Sullivan works. No buildings remain on site. Vegetation is minimal (see wildlife comments). The perimeter of the site is marked by fencing and a concrete panel wall.

The landscape setting is characterised by industrial and business uses with the Mersey Estuary to the south. The Moss Bank area to the north of the site is designated as Primarily Industrial Land in Halton's UDP and includes a mix of light and heavy industry as well as vacant previously

Nature of Potential Effect

Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.

Water run-off and direct water pollution affecting water quality of Mersey Estuary.

Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.

developed industrial land. Ecocycle Waste, allocated in the Waste DPD for intensification of use (Site ID: H2351), is 180m north of the site alongside Johnson's Lane HWRC which is further to the east.

To the east is the former Johnson's Lane Landfill site is designated as Proposed Greenspace in Halton Council's UDP. At the highest point this Proposed Greenspace is raised 10-15m above the level of site H2309. Adjoining to the west of the site is Saffil Ltd, an engineering plant developing high performance materials. Further to the west, and beyond Tan House Lane is a large area of vacant previously developed land, site "F" in the Widnes Waterfront SPD. Site F is known more commonly as the "Routledge site" due to its previous use. The Routledge site is designated as a Priority Employment Redevelopment Area and is proposed for residential and mixed use developments in the future.

Immediately south of site H2309 are disused railway sidings and the Liverpool to Manchester rail freight line (see infrastructure comments). St.Helens disused Canal and the Trans-Pennine Trail run parallel with the railway line. Beyond is the Mersey Estuary, with Widnes Warth saltmarsh and Runcorn Sands directly south of the site. At this point, the Mersey Estuary is designated as a Site of Importance for Nature Conservation (SINC), Green Belt and Greenspace within the Coastal Zone undeveloped in Halton's UDP (see wildlife comments).

The site benefits from its secluded industrial location. At the closest point, residential properties lie nearly 650m away at Halton View north of Fiddlers Ferry Road (A562).

New Earth Biossence Ltd had a planning application (09/00358/EIA) on site H2309 refused in June 2010. The scheme was for the proposed development and operation of a Waste Resource Park (WRP) to enable recycling and sorting of waste materials, the production of compost and the production of refuse derived fuel.

However, in December 2010 a revised planning application (10/00466/EIA) by New Earth Biossence Ltd gained consent for a very similar proposal (as 09/00358/EIA), but incorporating two key changes: 1) the volumes of waste throughput was reduced from 400,000tpa to 200,000tpa and; 2) a new access (10/00305/FUL) was proposed via Sullivan Road .

District-Level Sites

As referred to in the previous section, the SSS report included both sub-regional sites and district-level sites. The district- level sites are smaller sites which are needed for smaller scale facilities and are likely to serve a more local need. For example, this could include a commercial waste transfer station or a HWRC.

Refining the number of sites required at a district-level has been achieved using the same process

Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.

Water run-off and direct water pollution affecting water quality of Mersey Estuary.

as for sub-regional sites, including taking account of views received during the SSS consultation from district councils, landowners and other stakeholders. The recently revised Needs Assessment has also been used to identify the number of sites needed. The SSS Consultation report is available on the website www.wasteplanningmerseyside.gov.uk.

Runcorn Waste Water Treatment Works, Halton (1.2ha)

Potential uses – Waste Transfer, Household Waste.

The site lies within a Primarily Employment Area which is predominantly in industrial use. The site forms two vacant parcels of land within the Runcorn Waste Water Treatment Works (WWTW) site on the edge of the Astmoor Industrial Estate.

The adjoining land uses include, the Manchester Ship Canal to the north. To the east Green Space adjoins which is also allocated as Proposed Greenway. Further Green Space and Green Belt lie beyond Warrington Road to the south (see wildlife comments). Haddock's Wood Composting Facility also lies ~ 130m south of the site.

The site is greater than 250m from the nearest housing allowing an appropriate degree of separation but within 1km of large residential areas to the south therefore ensuring the site is accessible to members of the public.

The site is 9.5km west of Liverpool John Lennon Airport.

Bold Heath Quarry, St Helens (40.2ha) – Inert Landfill

The site is an active sandstone quarry with adjoining arable land, which lies within a rural agricultural setting in St Helens Green Belt. Geographically the site lies on the southern boundary of St Helens district shared with Halton Borough Council. Warrington Borough Council boundary is ~ 650m east of the site.

The quarry has an existing planning permission dated June 1990, for extraction of sand and sandstone from 1990-2015 and low level restoration to agriculture to be completed by 2017. The area shaded blue on the plan shows the existing extraction area with a void of 1,370,000m³. The site has been worked with nominal annual outputs for at least 5 years. A new planning permission, Ref P/2008/0914, granted on appeal in September 2009, is for the extraction of sand/sandstone and restoration with non-polluting construction, demolition and excavation materials to agricultural and woodland to the pre-extraction ground contours to be completed by 2025. The application proposes to work a smaller area of the overall site but to a greater depth thereby preserving a large area of currently productive arable land and hedgerows west of the permitted extraction area. The total potential void of the quarry available for infilling with inert waste is 2,430,000m³, subject to the working of the mineral resource.

Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.

To the north of the site arable agricultural land adjoins beyond which is the settlement of Bold Heath a distance ~450m away. To the east arable land is again the adjacent land use with South Lane Farm ~200m from the site entrance. The southern boundary of the site is shaped by Mill Green Lane and South Lane (A5080) off which isolated dwellings and farms adjoin. Beyond is a residential area and hotel off Derby Road ~320m and school ~600m from the southern boundary of the site. Mill Lane marks the western boundary of the site with further arable land and isolated dwellings beyond.

On site a landscaped bund ~4m high comprising site overburden and restoration materials are located along the majority of the north, east and south boundaries screening the quarry area. In close proximity to the site entrance on the southeast corner of the site are the office, car park, wheel wash and access road running northwards toward the extraction area with processing machinery present within the quarry base.

Site is known to be within aerodrome safeguarding zone for Liverpool John Lennon Airport 10km southwest.

GREATER MANCHESTER WASTE DPD

Policy

Nature of Potential Effect

Policy 2 - Non Hazardous Waste Disposal

Planning permission will be granted for waste disposal capacity in accordance with the identified capacity requirement:

Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.

Whitehead Landfill Vertical and Horizontal Extension (66.18ha)

The site is an extension to an existing landfill and is inappropriate for hazardous waste disposal.

Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.

Policy 5 - Area Allocations

Applications for waste management development within areas identified in this policy will be permitted where the applicant can demonstrate that:

- i. the proposal meets the requirements of the Waste Plan, relevant Core Strategy and other relevant national and local planning policy; and
- ii. the development will result in the highest practicable level of recycling and recovery of materials, in line with the principle of the waste hierarchy; and
- iii. the development is in accordance with National Policy.

Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.

Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.

The following areas are identified as suitable for built waste management facilities in line with the waste facility types listed below.

Clifton Industrial Estate (46.21ha)

Potential uses – Material Recovery Facility, Mechanical Heat Treatment, Mechanical Biological Treatment, Anaerobic Digestion, and In-Vessel Composting. Open waste facilities may be acceptable.

Land at Trafford Park (557ha)

Potential uses – In-Vessel Composting, Material Recovery Facility, Anaerobic Digestion, Mechanical Biological Treatment, Advanced Thermal Treatment, Mechanical Heat Treatment, and Conventional Heat Treatment.

Carrington Areas (A, B and C)

Site A (2.71ha) potential uses – Open Waste, In-Vessel Composting, Material Recovery Facility, Anaerobic Digestion, Mechanical Biological Treatment, Advanced Thermal Treatment, Mechanical Heat Treatment, and Conventional Heat Treatment.

Site B (5.5ha) potential uses as (A) above and Open Air Window Composting

Site C (10.83ha) potential uses as (A) above with the exception of Open Waste.

CHESHIRE REPLACEMENT WASTE LOCAL PLAN (2007)

Policy

Location: Associated Octel, Ellesmere Port

Area: 36.6 ha total area

Existing Land Uses: Industrial

Potential Uses: Thermal Treatment, In-Vessel Composting, Mechanical Biological Treatment, Material Recycling Facility, Anaerobic Digestion, Bulking Facility

Location: Bridges Road (West)

Area: 13.4 ha total area.

Existing Land Uses: Employment. Some vacant.

Potential Uses: Household Waste and Recycling Centre, Material Recycling Facility, Bulking Facility, Waste Transfer Station.

Location: Bridges Road (East)

Area: 17.9 ha total area

Existing Land Uses: Existing Incinerator at the western end of the site, remainder unoccupied.

Potential Uses: Thermal Treatment, In-Vessel Composting, Mechanical Biological Treatment, Anaerobic Digestion.

Location: Cledford Lane, Middlewich

Area: 22.4 ha total area

Existing Land Uses: Vacant Land, Agriculture

Nature of Potential Effect

Air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC, West Midland Mosses SAC, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar.

Effects on hydrological regime of Midland Meres and Mosses Phase 1 Ramsar site.

Water run-off and direct water pollution affecting water quality of Mersey Estuary.

Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.

<p>Potential Uses: Thermal Treatment, Mechanical Biological Treatment, In-Vessel Composting, Anaerobic Digestion</p>	
<p>Location: Bumpers Lane, Chester Area: 21 ha total area Existing Land Uses: Material Recycling Facility, Household Waste and Recycling Centre, Scrap Yard, Former Landfill site, Agriculture. Potential Uses: Material Recycling Facility, In-Vessel Composting, Mechanical Biological Treatment, Household Waste and Recycling Centre, Scrap Yard.</p>	
<p>Location: Clayhanger Hall Farm, Crewe Area: 67 ha total area Existing Land Uses: Agriculture Potential Uses: Non- Hazardous Waste Landfill / Landraise Site, Open Windrow Composting</p>	
<p>Location: Gowy Landfill Site, Wimbolds Trafford Area: 55.5 ha total area Existing Land Uses: Non- Hazardous Waste Landfill / Landraise Site, Open Windrow Composting Potential Uses: Non- Hazardous Waste Landfill / Landraise Site, Open Windrow Composting</p>	
<p>Location: Kinderton Lodge, Middlewich Area: 61.5 ha total area Existing Land Uses: Agriculture Potential Uses: Non- Hazardous Waste Landfill / Landraise Site, Open Windrow Composting</p>	
<p>Location: Lostock West, Northwich Area: 13.5 ha total area Existing Land Uses: Industrial Potential Uses: Materials Recycling Facility, In-Vessel Composting, Open Window Composting, Mechanical Biological Treatment, Scrap Yard, Bulking Facility, Aggregate Recycling Facility, Anaerobic Digestion, Thermal Treatment.</p>	
<p>Location: Lostock East, Northwich Area: 3.4 ha total area Existing Land Uses: Industrial Potential Uses: Materials Recycling Facility, Anaerobic Digestion, Thermal Treatment, Mechanical Biological Treatment, Household Waste and Recycling Centre.</p>	
<p>Location: Parkgate Industrial Estate, Knutsford Area: 21.8 ha total area Existing Land Uses: Employment Potential Uses: Materials Recycling Facility, Bulking Facility</p>	
<p>Location: Pym's Lane, Crewe (West) Area: 8.6 ha total area Existing Land Uses: Vacant</p>	

Potential Uses: Anaerobic Digestion, Thermal Treatment, Materials Recycling Facility, In-Vessel Composting, Mechanical Biological Treatment, Bulking Facility.

Location: Pym's Lane, Crewe (East)

Area: 6.9 ha total area

Existing Land Uses: Housing Association Depot, Council Depot

Potential Uses: Anaerobic Digestion, Thermal Treatment, Materials Recycling Facility, In-Vessel Composting, Mechanical Biological Treatment, Bulking Facility.

Location: Radnor Park, Congleton

Area: 8.5 ha total area

Existing Land Uses: Industrial Estate

Potential Uses: Materials Recycling Facility, Bulking Facility.

Location: Eastern Industrial Estate (West), Windsford

Area: 51.3 ha total area

Existing Land Uses: Industry

Potential Uses: Household Waste and Recycling Centre, Material Recycling Facility, Bulking Facility, In-Vessel Composting, Anaerobic Digestion, Mechanical Biological Treatment.

Location: Eastern Industrial Estate (East)

Area: 41.1 ha total area

Existing Land Uses: Industry

Potential Uses: Household Waste and Recycling Centre, Material Recycling Facility, Bulking Facility, In-Vessel Composting, Anaerobic Digestion, Mechanical Biological Treatment, Thermal Treatment

Location: North Road, Ellesmere Port

Area: 4.5 ha total area

Existing Land Uses: Vacant Land

Potential Uses: Mechanical Biological Treatment, Thermal Treatment, Bulking Facility, Material Recycling Facility, Household Waste Recycling Centre

Location: New Bridge Road

Area: 4.7 ha total area

Existing Land Uses: Vacant land

Potential Uses: Mechanical Biological Treatment, Thermal Treatment, Material Recycling Facility, Household Waste Recycling Centre, Bulking Facility

GREATER MANCHESTER MINERALS PLAN DPD PREFERRED APPROACH (OCTOBER 2010)

Policy

Identifying Future Aggregate Resources

The Preferred Approach to identifying future primary aggregate resources has been developed from Question 15, 16 and 17 of the Issues and Options Report. It is supported by the

Nature of Potential Effect

Air quality effects on Manchester Mosses SAC and Rixton Clay Pits SAC.

Sustainability Appraisal which recognises the benefits of identifying environmentally acceptable future aggregate resources.

At Issues and Options stage, Stakeholders were invited to share their views on how additional aggregate resources should be released in order to meet national guidelines. The favoured options were 1a) 'identify extensions to existing sites where these do not result in unacceptable environmental or social impacts' and 1d) 'a combination of identifying extensions to existing sites, identifying new sites and identifying Areas of Search to meet the shortfall'. Therefore, the Minerals Plan will prioritise the identification of extensions to existing sites where these do not result in unacceptable environmental or social impacts. Following this, the Minerals Plan will identify new sites where these do not result in unacceptable environmental impacts or social impacts and identify Areas of Search which could meet any shortfall in provision during the Minerals Plan period.

Three 'call for sites' have been undertaken to date. Three potential Preferred Areas of extension to existing quarries were nominated for consideration through the Minerals Plan:

- Preferred Area of extension to Fletcher Bank Quarry, Bury - proposed extension to existing gritstone quarry.
- Preferred Area of extension to Pilkington Quarry - proposed extension to existing sandstone quarry.
- Preferred Area of extension to Pilkington Quarry (Land between Pilkington and Montcliffe Quarries) - proposed extension to existing sandstone quarry.

Policy Direction 1 - Allocations for Primary Aggregate Extraction

Applications for minerals development within the allocations identified in this policy will be permitted where the applicant can demonstrate that the proposal meets the requirements of the Minerals Plan, relevant Core Strategy and other relevant national and local planning policy.

The following allocations are proposed for the provision of additional aggregate resources:

- Preferred Area of extension to Pilkington Quarry (land south of the existing Pilkington Quarry)
- Preferred Area of extension to Pilkington Quarry (Land between Pilkington and Montcliffe Quarries)
- The access provisions in Bury, Greater Manchester for the proposed extension of Fletcher Bank Quarry in Lancashire.

Policy Direction 2 - Areas of Search for Aggregates

Applications for minerals development within the Areas of Search identified in this policy will be permitted where the applicant can demonstrate that the proposal meets the requirements of the Minerals Plan, relevant Core Strategy and other relevant national and local planning policy.

Policy Direction 4 - Mineral Safeguarding Areas

Planning permission will be granted for any form of development within a Mineral Safeguarding

Water run-off and direct water pollution affecting water quality of Mersey Estuary.

Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.

Area where the applicant demonstrates to the satisfaction of the Local Planning Authority that it is compatible with safeguarding the mineral. This should include:

- Demonstrating that the proposal meets the requirements of the Minerals Plan, relevant Core Strategy and other relevant national and local planning policy;
- Demonstrating to the satisfaction of the Local Planning Authority, that the mineral concerned is no longer of any value or potential value; or
- Plans for the extraction of the mineral prior to the incompatible development taking place; or
- Demonstrating that the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or
- Demonstrating that there is an overriding need for the incompatible development; or
- Demonstrating that the development constitutes an 'exempt development', namely householder applications; development already allocated in a statutory plan; infilling in existing built up areas.

Policy Direction 6 - Unallocated Sites

Applications for mineral developments will be permitted outside allocations within the Minerals Plan where the applicant can demonstrate that:

- The proposal meets the requirements of the Minerals Plan, relevant Core Strategy and other relevant national and local planning policy; and
- The proposal meets the same criteria as allocated sites in relation to:
 - Protection of controlled waters;
 - Visual impact;
 - Biological and geological conservation;
 - Historic environment and built heritage;
 - Traffic and access;
 - Air emissions;
 - Odours;
 - Birds;
 - Noise and vibration;
 - Land instability;
 - Potential land use conflict;
 - Design and phasing of operations;
 - Aviation safety;
 - Amenity; and
 - Impact on infrastructure.

Policy Direction 8 - Reworking of Colliery Spoil Tips

Applications for the reworking of colliery spoil tips will be permitted where it can be demonstrated

<p>to the satisfaction of the Mineral Planning Authority that:</p> <ul style="list-style-type: none"> ▪ The spoil area has not become an established feature with landscape or wildlife interest; ▪ It will not cause an unacceptable environmental impact; ▪ It will not cause an unacceptable impact to local communities; ▪ Reworking would result in an environmental improvement of the site. 	
<p>Policy Direction 9 - Protecting Minerals Plan Allocations and Existing Minerals Infrastructure When determining applications for non minerals development on minerals plan allocations (Specific Sites and Preferred Areas) and existing minerals infrastructure, regard will be had to any potential adverse impact the proposed development might have on the future of the allocation or existing minerals infrastructure as a location for minerals development and thus on the Minerals Plan's aim and objectives.</p> <p>When determining applications for non-mineral development within a distance that could affect the potential for minerals use on an allocation or existing minerals infrastructure, regard will be had to any potential adverse impact the proposed development might have on the future of the allocation or existing minerals infrastructure as a location for minerals development and thus on the Minerals Plan aim and objectives.</p> <p>If a development is likely to have an unacceptable impact on the future use of the allocation or existing minerals infrastructure it will be refused, unless it is demonstrated (by the applicant) that the allocation or existing minerals infrastructure no longer required for minerals development, or that there is an overriding need for the non-mineral development in that location.</p>	
CHESHIRE REPLACEMENT MINERALS LOCAL PLAN (1999)	
Policy	Nature of Potential Effect
<p>47 - Sand and Gravel Area of Search Any additional reserves required to maintain the landbank for sand and gravel will only be permitted from within the Area of Search as defined on the Proposals Map, unless exceptional circumstances prevail.</p>	<p>Air quality effects on Manchester Mosses SAC, Rixton Clay Pits SAC, West Midland Mosses SAC, Midland Meres and Mosses Phase 1 and Phase 2 Ramsar.</p>
<p>51 - Future Rock Salt Extraction Any proven additional requirements for salt extraction during the plan period will, subject to planning permission, be met from within the land shown on Inset Map 2 of the Proposals Map.</p>	<p>Effects on hydrological regime of Midland Meres and Mosses Phase 1 Ramsar site.</p>
<p>52 - Future Controlled Brine Extraction Any proven additional requirements for salt extraction in the form of brine, during the plan period will, subject to planning permission, be met from within the land shown on Inset Maps 3 and 4 of the Proposals Map.</p>	<p>Water run-off and direct water pollution affecting water quality of Mersey Estuary.</p>
<p>54 - Future Silica Sand Extraction The County Council will seek to maintain a landbank of at least 10 years at each production site throughout the plan period. Any proven additional sites needed to maintain the landbank will,</p>	

subject to planning permission, be provided only from within the land identified on Inset Maps 5,6,7,8 and 9 of the Proposal Map unless exceptional circumstances prevail.

Water quality (levels and flow) effects from water abstraction on the River Dee and Lake Bala.

**APPENDIX B
CONSULTATION RESPONSES FROM
NATURAL ENGLAND AND THE ENVIRONMENT AGENCY**

Date: Thursday, 22 December 2011
Our ref: 39134
Your ref:

Bobby Clayton, Senior Environmental
Planner, TEP & Kevin Usher, Senior
Planning Officer, Warrington Borough
Council



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Dear Mr Clayton & Mr Usher

Warrington Borough Council

Stage 2 & 3 Appropriate Assessment of the Core Strategy & Third Local Transport Plan

Thank you for consulting Natural England about the Stage 2 & 3 Appropriate Assessment (AA) of the Core Strategy (CS) and Third Local Transport Plan (LTP) received on 22nd November 2011 with a subsequent request to provide a response by Friday 23rd December 2011.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Our role is to support the Government's wider strategic policies and fulfil the aims and objectives set for us by the Secretary of State for Environment, Food and Rural Affairs.

We have the following comments to make:

In 1.5 reference should be made to the Habitats Regulations (Conservation of Habitats and Species Regulations 2010. SI no. 2010/490) rather than the 1994 Regulations.

Natural England notes that the Stage 1 Habitats Regulations Assessment (HRA) screening document concluded that the CS and the LTP were likely to have significant adverse effects on 7 and 5 (respectively) of the identified Natura 2000 sites and we agreed with those conclusions. This Stage 2 and 3 AA of the CS and LTP results from the Stage 1 HRA. It identified a number of other plans and projects, including those of neighbouring local authorities with the potential to create adverse 'in combination' effects on identified Natura 2000 sites.

The CS was judged to have the potential to adversely affect the following 7 Natura 2000 sites:

- Manchester Mosses SAC;
- Mersey Estuary SPA/Ramsar;
- Midland Meres and Mosses Phase 1 Ramsar;
- Midland Meres and Mosses Phase 2 Ramsar;
- West Midland Mosses SAC;
- River Dee and Lake Bala SAC; and
- Rixton Clay Pits SAC.

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The LTP was judged to have the potential to adversely affect 5 of the 7 Natura 2000 sites as follows:

- Manchester Mosses SAC;
- Mersey Estuary SPA/Ramsar;
- Midland Meres and Mosses Phase 1 Ramsar;
- Midland Meres and Mosses Phase 2 Ramsar; and
- Rixton Clay Pits SAC.

Natural England notes that the AA outlines the method and the processes which have been undertaken for the AA of each of the 7 Natura 2000 sites and does not have any comments to make.

Conclusions

Natural England **agrees** with the Conclusions (section 6) of the AA and advises that the mitigation measures that are mostly mandatory requirements set out in:

- the planning application process (egs Environmental Impact Analysis (EIA), HRA supporting assessment information to satisfy statutory consultees);
- the existing policies and provisions in the Warrington Borough Council CS, the LTP3; and
- other plans and strategies (set out in the assessment tables at Chapter 5.0 of the AA);

should ensure that potential significant adverse effects on the integrity of all identified Natura 2000 sites are avoided.

Natural England strongly **advises** that the policy amendments and additions to the CS set out in table 6.1 of the AA should be made to ensure that no potential significant adverse effects on site integrity will arise. Those amendments that lie within Natural England's remit are set out below.

Natural England's Proposed Amendments to the Core Strategy

Recreation and Open Space.

It is recommended that consideration is given to the inclusion of a policy detailing the requirement for open space and/or Green Infrastructure provisions from developers for new housing development. Such provision could be dependent upon the current provision (in terms of quantity, type or both) of open space and/or Green Infrastructure in settlements/areas. For larger strategic sites identified in the CS, the provision of open and recreational space and/or Green Infrastructure (GI) would be expected to also be included in development briefs.

Environmental Considerations

A specific policy is required in the CS to state that development (where relevant) will be required to demonstrate that they will not have any significant adverse environmental effects including but not limited to:

- Noise;
- Air quality;
- Local amenity;
- Transport;
- Landscape;
- Biodiversity;
- Historic environment;
- Contamination; and
- Hydrology, geology and flood risk.

Such a policy is likely to be an overarching strategic policy or a general development control policy applicable to all development. This policy should also be linked to 'Environmental Impact Assessment' (EIA).

Environmental Impact Assessment

A specific policy is required regarding the need for all applicants to consider whether the EIA Regulations are applicable for all relevant development proposals.

European Protected Sites

A specific policy is required that states that developments will not be permitted where they are likely to have adverse effects on the integrity of Natura 2000 sites. Specific reference in the policy should be made to the Habitats Directive and also, Natural England's Standing Advice for Protected Species:

- This provides a consistent level of basic advice which can be applied to any planning application that could affect protected species.
- It replaces some of the individual comments that Natural England has provided in the past when consulted by planning authorities on applications that potentially affect protected species.
- It provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present.
- It also provides advice on survey and mitigation requirements.
- As standing advice it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

Natural England's aim is to support planning authorities in carrying out their statutory duties by providing a consistent set of advice that applies to all planning applications. This guidance should result in higher quality planning applications and fewer objections from Natural England (and subsequent delays to decision timetables) due to a lack of survey information. The guidance is framed around the habitats and features associated with the presence of protected species, rather than the type of development. As such the advice can be applied to all types of development. For more details go to:

<http://www.naturalengland.org.uk/ourwork/planningtransportlocalgov/spatialplanning/standingadvice/default.aspx>

Development Briefs

A specific policy is required stating that development briefs for all large allocated development sites will be produced as part of the supporting Development Plan Documents (DPDs) to guide developers as to the most appropriate manner in which to develop sites including required services and infrastructure and consideration of additional facilities such as open space/GI and community facilities. The development briefs will also include all constraints on site (such as environmental constraints) which should be considered during the development of detailed design proposals and supporting information to accompany planning applications. Cross reference will also be made to any requirements for EIA and HRA.

Port Warrington

Core Strategy Policy CS11 states that regard must be had to any adverse effects on sites of nature conservation importance, to ensure that these effects are avoided, mitigated or compensated as appropriate. It is recommended that this policy is expanded to state that development at Port Warrington will not be permitted unless it can be demonstrated that there will be no significant adverse effects on any Natura 2000 sites with specific reference to the Mersey Estuary SPA/Ramsar. The policy should also state that specific consideration should be given by developers to the potential for water pollution arising from a number of activities including but not limited to any dredging activities required to enable development to be constructed or to allow ships to navigate the waterway. Such consideration should include an assessment of the scale, duration and nature of effects of any such activities.

Waterside Development (to also encompass Warrington Waterfront)

Consideration should be given to inclusion of a policy for Warrington Waterfront and all waterside developments. The policy should detail minimum requirements the Council would expect to see for any such applications including but not limited to details as to how water quality will be protected and how flood risk and drainage will be managed. This policy should also link to wider policies such as 'Environmental Considerations', 'EIA' and 'European Protected Sites'.

Subject to the amendments and additions above and those detailed within the AA, Natural England advises that the Stage 2 & 3 Appropriate Assessment of the Warrington Borough Council Core Strategy and Third Local Transport Plan **conforms** to the Habitats Regulations (Conservation of Habitats and Species Regulations 2010. SI no. 2010/490)

If I can provide any further advice relating to this consultation, please do not hesitate to contact me. For all other correspondence, please contact the address above.

Yours sincerely



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Date: 06 January 2012

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FAO Kevin Usher

Dear Sir

**HABITATS REGULATIONS ASSESSMENT – APPROPRIATE ASSESSMENT OF
CORE STRATEGY AND THIRD LOCAL TRANSPORT PLAN (Report Reference:
2888.030)**

Thank you for referring the above document to the Environment Agency for consultation. We would like to make the following comments:-

We would advise that Natural England are more suited to comment on the impacts upon the Natura 2000 sites.

We would however promote the use of Sustainable Urban Drainage Systems to deal with any increase in surface water run-off. SUDS ponds offer habitat to a range of species and can be valuable biodiversity resources.

We would also agree with the suggested amendments to the Core Strategy in Table 6.1.

I hope these comments are useful to you and I look forward to consultation on further local development framework documents.

Yours faithfully

**Ms DAWN HEWITT
Planning Liaison Officer**

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