The North West Plan
Submitted Draft Regional Spatial Strategy for the North West of England
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Our Vision for the North West by 2021...

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Our Vision for the North West by 2021...

A region of stark contrasts and striking landscapes, the North West is home to 6.8 million people and the scene of economic growth and urban renaissance to rival any in Europe. From the outstanding natural beauty of the Lake District, England’s premier National Park, to the bustling, modern contemporary European City Region conurbations of Manchester and Liverpool, European Capital of Culture in 2008; from its extensive coastline and popular resorts like Blackpool and Southport, to great historic towns and cities such as Carlisle, Lancaster and Chester; and with World Heritage Sites as wide ranging as Liverpool City Centre and Hadrian’s Wall, and superb landscapes including Areas of Outstanding Natural Beauty, the region is as distinctive as it is diverse.

The North West is a hub of learning, research and development. Its traditional manufacturing base may have declined, but the region still contains world-leading industries such as aerospace. An excellent transport network provides first-rate links within the North West and with other UK regions and, thanks to Manchester Airport and the historic port of Liverpool, gateways to the rest of the world to match any in the country.

Despite these and other considerable strengths, the North West is not without its problems. Our challenge is to tackle issues of deprivation, worklessness and social exclusion in disadvantaged areas also (some amongst the most intractable in the UK), to improve local environments and to boost quality of life for North West people as a whole. To achieve this we need to deal with dereliction; promote healthier patterns of activity; improve air and water quality; enhance our urban, coastal and rural landscapes; and increase the region’s contribution to national and global environmental targets. The region must become better prepared for the impacts of climate change.

The renaissance of our major conurbations, traditional industrial towns and urban communities must continue; coastal towns and resorts need support if they are to go on making their individual contributions to economic and social life; and in rural areas the focus will be on economic diversification and access to key services and affordable housing.

By 2021 we aim to see Manchester and Liverpool firmly established as world class cities thanks to their international connections, highly developed service and knowledge sectors and flourishing culture, sport and leisure industries. The growth and development of the Central Lancashire City Region as a focus for economic growth will continue, building on the existing individual strengths of the urban centres around commerce, higher education, advanced manufacturing and resort tourism. The region’s towns and cities will offer strong and distinctive centres for their hinterlands, with attractive, high quality living environments that meet the needs of their inhabitants; our areas of natural beauty will become the setting for viable, rural communities that enjoy increased prosperity and quality of life, without any compromise to the character of their surroundings.

By 2021 we will see a North West that has realised a higher quality of life for all its citizens through improved prosperity, embracing the principles of sustainable development, thereby reducing economic and other disparities within the North West and with the UK as a whole.
Part 1: Introduction

1. The Role and Purpose of this RSS

1.1

The Regional Spatial Strategy (RSS) for North West England provides a framework for the physical development of the region over the next fifteen to twenty years. Incorporating the Regional Transport Strategy (RTS), it addresses the scale and distribution of future housing development and sets priorities for dealing with environmental issues, transport, infrastructure, economic development, agriculture, minerals and the treatment and disposal of waste.

1.2

RSS is part of the statutory development plan for every local authority in the North West. Each local planning authority must prepare a Local Development Framework (LDF), which is required to be in general conformity with the provisions of RSS. Planning applications will be considered against the provisions of RSS and relevant Local Development Document(s). The “plans and strategies” referred to in this document include statutory Local Development Documents and other elements of the Local Development Framework; Local Transport Plans; Community Strategies; local housing and economic strategies; and also various strategies and programmes produced by government departments and agencies, the utility companies, and other private businesses. The “proposals and schemes” mentioned include but are not limited to, development proposals subject to planning applications and other consents, infrastructure projects and environmental management schemes.

1.3

RSS must be read as a whole. The planning system requires applications to be determined in accordance with the development plan and this means assessing the applicability of all policies. Therefore, it is necessary to consider the range of policies in the Plan, which may apply to specific development proposals. Any proposal, however it is an allocated site in a local development document or a planning application, should first be considered against the Regional Development Principles and Regional Development Framework policies, which form the core elements of RSS. It should then be considered against the relevant thematic and sub-regional policy framework policies. Cross-referencing within the policies has been kept to instances where explicit policy linkages need to be highlighted.

1.4

This document is accompanied by an Implementation Framework, which provides information on methods for the delivery of RSS, the agencies that will carry it out, targets to be met and arrangements for monitoring progress. A separate Technical Annex gives details of statistical and other evidence that informs RSS policy.

1.5

This RSS covers the counties of Cumbria, Lancashire and Cheshire; the metropolitan districts in Greater Manchester and Merseyside; the unitary authorities of Blackburn-with-Darwen, Blackpool, Halton and Warrington; and the whole of the Lake District National Park. Those parts of the Yorkshire Dales and Peak District National Parks that fall within the North West Region are covered, respectively, by RSS and RTS for Yorkshire and the Humber and the East Midlands. Planning and transport authorities in the relevant parts of the North West should take these documents into account when producing their own development and transport plans.

1.6

The North West Regional Assembly, acting as the designated regional planning body, has prepared this draft of the North West Plan.

The Regional Transport Strategy

1.7

In line with Government policy, RTS is an integral part of RSS. It establishes a regional context for the preparation of Local Transport Plans and Local Development Frameworks and includes the Regional Development Principles (Policy DP1), and a number of other policies that address the main objectives of RTS, as defined by Planning Policy Statement 11. The RTS also sets out the region’s priorities for transport investment and management across all modes. RTS policies are identified in this document by the symbol.”

2. Our Region

2.1

North West England lies at the intersection of two internationally important transport corridors. The north-south corridor links Scotland to Europe via the Channel Tunnel and ports in East and South East England, and includes the M6 motorway and the West Coast Main Line rail services. The west-east corridor, linking Ireland through Liverpool and other Irish Sea ports across the Pennines to Europe via the North Sea and Baltic Sea ports, has come to be known as the North European Trade Axis (NETA) (see Diagram 2.1). It includes the M56 and M62 motorways, the main North and South Trans-Pennine rail lines and the region’s main international gateways: Manchester Airport, Liverpool John Lennon Airport and the Port of Liverpool.
2.2

A number of additional corridors are crucial to transport within the North West and out to other UK regions. Cumbria is linked to the North East of England and Yorkshire and the Humber by the A66 and A69 trunk roads, and by the Carlisle to Newcastle and Carlisle to Leeds rail lines. Further south, the Fylde Coast is linked to Preston and East Lancashire by an east-west corridor made up of the M55 and M65 motorways and the rail lines that connect Blackpool and Preston with Blackburn, Burnley and Colne. Although all of these routes cross the Pennines, they are of a much lower quality than those in the west-east corridor linking Liverpool and Manchester with Leeds. Two more important corridors connect Lancashire with Manchester and Liverpool. Along with the Pennines and the Lake District, the main natural barrier to movement within the region is the River Mersey with a small number of crossings between the coast and the M6 Thelwall Viaduct.

2.3

The Manchester City Region, home to the North West’s largest sub-regional economy, represents the greatest potential for boosting economic performance in both the North West and North of England as a whole, and for closing the gap that exists with regions in Southern England. While it boasts world-class assets like the vibrant City Centre and Manchester Airport, and many prosperous areas within the Southern Part of the City Region, it is also the scene of marked social and economic inequality and faces the challenge of regenerating communities within the surrounding inner areas and northern parts of the City Region.

2.4

The focus for increased economic prosperity within the Liverpool City Region will be Liverpool city centre, where the opportunity exists to maximise retail and cultural opportunities – including its status as European Capital of Culture 2008 – while further regeneration is carried out. However, a balanced approach to spatial development matches accessible jobs and other facilities to local needs and this is unlikely to be achieved without significant levels of economic development and allied regeneration in other parts of the city region, building on the opportunities provided not just by the City Centre, but also by the Mersey Ports and the Airport.

2.5

The historic city of Chester is a world-class tourist asset and a prosperous, compact retail and business centre. The town of Ellesmere Port has a strong manufacturing base with scope for expansion. As well as functioning as part of the wider Liverpool City Region, they both have close links with North Wales with real opportunities for establishing more sustainable patterns of cross-border development and movement.

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2 The Manchester City Region contains the one of the two regional centres in the North West, and the key regional towns of Altrincham, Ashton-under-Lyne, Bolton, Bury, Congleton, Macclesfield, Northwich, Oldham, Rochdale, Stockport and Wigan. The city region also includes parts of High Peak borough within the East Midlands Region, and the regional town of Warrington which also falls within the Liverpool City Region

3 The Liverpool City Region contains the other regional centre for the North West, and the key regional towns of Birkenhead, Runcorn, Southport, St Helens and Widnes, together with Skelmersdale, Ellesmere Port, Chester, and Warrington
2.6

The Central Lancashire City Region has a rather different profile to the major conurbations of Manchester and Liverpool. Here, the city of Preston and the towns of Blackpool, Blackburn and Burnley combine to present the greatest potential for delivering sustainable economic growth, building on the existing individual strengths of these urban centres around commerce, higher education, advanced manufacturing and resort tourism. The city region’s regeneration requirements, and its looser, multi-centred geography, provide the need and opportunity respectively for a future approach to development that emphasises green infrastructure (multi-purpose open space networks).

2.7

To the north of the city regions lies a particularly extensive and distinctive part of the region, encompassing the county of Cumbria, the major cities of Lancaster and Carlisle and their surrounding areas, the town of Barrow-in-Furness and the Lake District National Park. Here in Cumbria and North Lancashire, the numbers of people leaving the area exacerbate problems of economic decline and structural weakness; local communities are unbalanced and regeneration becomes more difficult to achieve. West Cumbria and Furness both face major industrial restructuring, with large-scale nuclear decommissioning and the decline of employment in shipbuilding. These communities are relatively isolated and in need of improved communications with the rest of Cumbria and the North West. On the positive side, outstanding natural and cultural assets, like the Lake District National Park and the historic cities of Carlisle and Lancaster, offer a potential for sustainable growth that benefits both this sub-region and the wider North West.

2.8

The functional relationships between the Lake District National Park and adjoining areas in Cumbria provide sound opportunities for development in areas outside the National Park boundary – for example, in Cockermouth, Kendal, Penrith and Ulverston – that benefits not only local communities, but also those within the National Park itself. While the overriding concern is to protect its valuable landscapes, the National Park must also meet its own, locally generated needs.

2.9

In South Cheshire, Crewe acts as a key gateway to the North West; its economic and transport links feed the city regions, and selective regeneration and development would support this role. A future review of RSS will need to consider Crewe’s relationship to the North Staffordshire conurbation in the West Midlands Region.

2.10

The North West’s glorious countryside is both an environmental and economic asset in its own right. Tourism and agriculture remain mainstays of the rural economy and economic diversification must continue to be encouraged. Key service centres, which range in size from large villages with a few thousand inhabitants to bustling market towns, offer focal points for development that serve the needs of smaller villages and hamlets. In the least-settled parts of Cumberland and North Lancashire (also referred to as “sparsely rural areas”), access to housing, jobs, shops and services such as education and health must be addressed.

2.11

Our long coastline is mostly low-lying, with estuaries internationally renowned, and protected, for their bird life; and the cities, towns, fishing ports and resorts that line it face their own, individual challenges. Some serve mainly local communities and would benefit from improved access; others have potential as freight or passenger gateways into the North West; and resorts need to respond to changing leisure patterns. Because of their coastal location, however, all must deal with the implications of climate change and ensure that plans for growth and development take account of their vulnerable environments. The North West Tourism Strategy4 and Visions for Coastal Resorts5, published by North West Regional Development Agency (NWDA), provide frameworks for the future economic roles of coastal communities.

Key Issues and Challenges

2.12

Following the decline of many traditional manufacturing and related industries in the North West, and continued pressure on the region’s rural economy, the economic focus must now be on creating a more competitive region and developing the economic sectors with the highest growth potential. To be sustainable, future economic growth must support urban renaissance and greater levels of social inclusion. Crucially, North West industry must be able to compete with its international rivals, and this demands a first rate infrastructure, a highly skilled and adaptable workforce, and the best possible links to other parts of the UK, the rest of Europe and the world. A high quality, modern, efficient and well integrated transport system is essential to support the competitiveness of the North West’s industry and commerce, and to cater for its social and recreational needs. However, increasingly, sustainable economic growth will need to be decoupled from resource use, which indicates the need for different and more sustainable patterns of economic activity and movement.

2.13

Social deprivation in the North West is concentrated at the core of the three City Regions and in the inner parts of other older industrial towns. These areas also contain most of the region’s disused land and buildings, a valuable resource that, if managed properly, can be reused to achieve more sustainable patterns of development, higher levels of economic activity, an improved environment and better-quality housing and local facilities. The population of the region as a whole is now rising, and this is a positive outcome of an improving economy; but the population is also ageing, which will change the nature of demands on the region’s services, infrastructure and buildings.

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6 See NWRA “Ecological Footprint of the North West” 2004
7 In line with the requirement in Section 39 of the Planning and Compulsory Purchase Act 2004, and advice in paragraph 2.10 of PPS11, to put sustainable development at the heart of a spatial strategy
8 “Securing the future - delivering UK Sustainable Development Strategy” Defra, March 2005
The highly urbanised nature of large parts of the North West has created a significant ‘ecological footprint’. From an environmental point of view, it is important not only to develop the North West as a better place to live, but also to make a more substantial contribution to national and global environmental targets and initiatives. Particularly critical is the need to adapt to, and, as far as possible, reduce, the effects of climate change; including by planning for the efficient use of energy and by developing renewable sources. We must also deal with dereliction; improve air and water quality; manage the fabric of towns and cities and sensitive coastal and rural landscapes; protect wildlife; increase tree cover; and find more sustainable ways of dealing with waste.

### 3. The Wider Policy Context

#### Sustainable Development

**3.1**

A key test of how successful RSS – and the North West itself – is in achieving its ambitions will be the extent to which spatial development in the region adopts the principles of sustainable development. These are set out, in the UK Sustainable Development Strategy, as being to achieve the twin goals of living within environmental limits, and ensuring a strong, healthy and just society, by means of achieving a sustainable economy, promoting good governance, and using sound science responsibly. Four shared priorities for UK action flow from this:

- Sustainable production and consumption;
- Climate change and energy;
- Natural resource protection and environmental enhancement; and
- Sustainable communities.

These are reflected and developed in the ten regional priorities set out in “Action for Sustainability”, the region’s sustainable development framework, revised in 2004. The Implementation Framework contains more details of the relationship between policies in this RSS and “Action for Sustainability” priorities.

#### Aligning Key Strategies in the North West

**3.2**

A number of strategies exist to guide development in the North West, the most important of which are the Regional Economic Strategy (RES), Regional Housing Strategy (RHS) and RSS itself. All deal with different, but related, aspects of public policy and must therefore complement each other. They also now serve the crucial purpose of advising government ministers on the degree of funding necessary to secure appropriate economic, housing and transport development.

**3.3**

Throughout 2004/2005, the three key regional bodies – The North West Regional Assembly (NWRA), Government Office North West (GONW) and North West Regional Development Agency (NWDA) – have worked together to find a way of aligning these three strategies, including: the joint commissioning of research; shared representation on working and steering groups; and the use of shared evidence on economic scenarios, housing markets, transport priorities and other relevant issues. With this in mind, the preparation of draft RSS has taken the content of its fellow strategies into full account.

#### Regional Economic Strategy

**3.4**

The RES provides a regional framework for economic development, skills and regeneration in a bid to ensure that activity in the region is more clearly focused. The draft review currently underway identifies five priority areas – business; skills and employment; regeneration; infrastructure; and quality of life – sets out key aims and objectives for each, and highlights the activities that the NWDA believes will promote the change necessary to transform the North West economy.

#### Regional Housing Strategy

**3.5**

The updated Regional Housing Strategy was submitted to the Government in July 2005. The Regional Housing Board has developed detailed priorities to guide housing investment in the region, based on a better understanding of local markets. These are to deliver urban renaissance, affordable homes that support balanced communities, decent homes in thriving neighbourhoods, and to meet the needs of local communities and provide support for those who require it.

#### Europe and Spatial Development

**3.6**

The European Spatial Development Perspective, drawn up at European Commission level, establishes principles for achieving balanced and sustainable development in Europe. This has been developed further by research conducted by the European Spatial Planning Observatory Network (ESPON) and work to develop a spatial framework for North West Europe carried out under the EC’S INTERREG IIIB initiative. The importance of Northern English cities pooling their economic power to act as a counterweight to the core of Europe based around London, Paris and Frankfurt is therefore recognised (see Diagram 2.1).

### 3.7 Sustainable Communities: Building for the Future

Launched in February 2003, this central Government plan sets out a long-term action programme for the development of sustainable communities in both urban and rural areas. It aims to tackle issues of housing supply in the South East, low demand in other parts of the country (the North West contains four of the nine English Housing Market Renewal Pathfinders), and the quality of public spaces.

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9 Action for Sustainability is complemented by separate publications setting out the programme for tackling the challenges posed by the ten priorities in the North West, reflecting the objectives and actions identified through key regional strategies; and by an Integrated Appraisal Toolkit developed to assist in the strategic appraisal of policies and programmes
11 North West Regional Housing Strategy 2005, North West Regional Housing Board 2005
12 see http://www.espon.org.uk/
13 see http://www.interregiil.org.uk/
14 "Sustainable Communities: Building for the Future", ODPM 2005
The Northern Way

3.8

In September 2004, Northern England’s three RDAs and their partners published the Northern Way Growth Strategy\(^\text{15}\) to address the prospect of continuing economic inequality among the regions. An estimated £29 billion gap in economic output (measured in GVA, or Gross Value Added) currently exists between the North and the rest of the UK. The Northern Way raises the question of what the North should do differently in order to significantly accelerate its economic growth rate.

3.9

It aims to exploit the North of England’s particular strengths, such as its world class universities, outstanding countryside and coastal areas and its unique heritage. It contains clear messages about what government can and should do to help; complements the three Regional Economic Strategies and Regional Spatial Strategies and defines actions at the most appropriate scale. It focuses principally on eight City Regions that harbour the majority of assets and growth potential, including those in the North West: Manchester, Liverpool and Central Lancashire. However, it also recognises the national significance of assets outside these areas, such as the nuclear industry in West Cumbria, its supply chains and labour markets. City Region Development Programmes have now been prepared as informal documents by each of the eight – broadly drawn – city regions to support the Growth Strategy, and have informed RSS.

Other Influences

3.10

RSS has also been informed by the results of a number of studies commissioned by the NWRA and other bodies, and has been the subject of wide public discussion and consultation, as well as more focused work with government agencies, local authorities, and representatives from the business sector, local communities and environmental groups. It has also been subject to a sustainability appraisal, including a legally required Strategic Environmental Assessment (SEA), with the outcome taken into account during its development.

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Part 2: The Regional Development Framework

4. Objectives and Outcomes

4.1

Part 1 of this RSS discussed the physical, social and economic factors that characterise the North West and identified a range of issues and policy drivers that must be addressed if we are to realise our future vision for the region.

4.2

By 2021 we intend to achieve the following, through the whole range of RSS policies and proposals:

- Improved, sustainable economic growth, closing the gap with parts of the country that have the highest economic performance;
- A more competitive, productive and inclusive regional economy, with more people in employment that uses and develops their knowledge and skills;
- The development of urban, rural and coastal communities as safe, sustainable, attractive and distinctive places to live, work and visit;
- The reduction of economic, environmental, educational, health and other social inequalities between North West communities;
- The protection and enhancement of the region’s built and natural environmental assets, its coastal areas and unique culture and heritage;
- The active management and prudent use our natural and man made resources, with fewer emissions of key greenhouse gases, and the most efficient use of infrastructure; and
- The introduction of a safe, reliable and effective integrated transport network that supports opportunities for sustainable growth and provides better links with jobs and services.

The policies and priorities set out in the Regional Transport Strategy as part of this Plan will specifically:

1) Support economic growth and business competitiveness through the introduction of a range of measures to tackle congestion and improve journey time reliability in the region’s principal North-South and East-West transport corridors to maintain their strategic national function.

2) Support regeneration and reduce social exclusion through the development of effective, integrated transport networks within, to and between the North West’s city regions, and between these city regions and others in the North of England.

3) Underpin the gateway functions of the region’s main airports (Manchester, Liverpool John Lennon and Blackpool) and ports (Liverpool, Manchester and Heysham) through improved surface access, in particular, Manchester Airport as the North of England’s key international air gateway and the Port of Liverpool as the UK’s key Atlantic seaport.

4) Improve the public realm in the North West’s regional centres, regional towns and cities and key tourist destinations through the introduction of an integrated range of measures to manage travel demand and encourage a shift from the car to more sustainable modes of transport.

5) Support regeneration, reduce social exclusion and encourage sustainable tourism in rural areas through enhanced accessibility, by developing integrated transport networks based on hubs at key service centres.

6) Reduce the wider environmental, social, health and quality of life impacts of road transport and infrastructure through the development of a structured framework for managing and improving the region’s highway network.

7) Encourage economic development and maximise regeneration potential in the peripheral sub-regions of Furness and West Cumbria by securing the safe, reliable and effective operation of links to the region’s principal North-South transport corridor and enhancing access to key employment locations.

8) Contribute towards the aims and objectives of the Regional Freight Strategy and in particular, facilitate opportunities for increasing the movement of freight by rail and on water.

5. An Overview of the Regional Spatial Strategy

5.1

The North West Plan (RSS) is designed to achieve the Vision and the outcomes (objectives) set out above. The Plan contributes to a step change in the quality and impact of development and investment in the North West, to deliver sustainable outcomes for the region. It steers development to the most sustainable locations within the region’s cities, towns and other settlements – making the most of existing and planned transport networks to ensure that any increases in journeys to work, pollution and congestion are manageable.

5.2

Most new development and investment will continue to be focussed on the most accessible urban centres in the North West. Much of this will be in the cities and towns making up the three City Regions of Manchester, Liverpool and Central Lancashire. To the south and the north of the city regions, development will be focussed in the important regional towns and cities identified in policy. In rural areas, smaller settlements, identified as Key Service Centres in policy, will be the focus for development to support rural regeneration.
Key Diagram

THE NORTH WEST PLAN
KEY DIAGRAM

PLACES
- Regional Centres
- Regional Towns and Cities
- Key Service Centres

CONNECTIVITY
- International and National Transport Corridors
- Regional Transport Corridors
- Airports
- Ports

INVESTMENT LOCATIONS
- Broad locations for Inter Modal Freight Terminals
- Broad locations for Regional Casinos
- Broad locations for Regional Investment Sites
- Broad locations for Knowledge Hubs Sites
- Broad locations for Reserve Sites
- HMR / Housing Market Restructuring

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Working in the North West: Achieving a Sustainable Economy

5.3

The strength of the regional economy is vital to the prosperity and quality of life of its residents. The Regional Economic Strategy sets out an ambitious programme for transforming the economy of the North West, but recognises that economic performance continues to present significant challenges. This Plan will contribute to strengthening the regional economy by:

- Building on the region’s economic strengths, particularly the opportunities which exist in the three City Regions of Manchester, Liverpool and Central Lancashire;
- Identifying a range of significant investment opportunities for both existing and new inward and indigenous businesses, to support important business sectors identified as transformational in the RES. These include broad locations for Regional Investment Sites and Knowledge Nuclei (Table 8.1 & Key Diagram); and other sub-regional strategic sites set out in the sub regional frameworks.
- Ensuring that a forward supply of business land is identified in each sub region to ensure the growth of the economy is not constrained – but recognising that this should be an upper limit to encourage the best and most sustainable sites to be retained for employment uses, while at the same time allowing for less appropriate sites to be used for other land uses, both built and open;
- Achieving wider social benefits, and more sustainable travel patterns, by linking new job opportunities with disadvantaged communities (again most concentrated in the three City Regions);
- Making town and city centres the focus of retail, leisure and office development to underpin their vitality and viability and their role at the heart of sustainable communities; a retail network is set out in Policy W5, with the aim of clarifying the expected future roles of different urban centres in the North West;
- Supporting tourism development in preferred locations, in particular identifying Blackpool as the priority location for regional casino development in the NW along with the regional centres of Manchester/Salford and Liverpool, and ensuring the revival of coastal resorts more generally; and
- Giving positive support to the sustainable diversification and development of the rural economy whether existing businesses or the creation of new enterprise.

Living in the North West: Ensuring a Strong, Healthy and Just Society

5.4

Building sustainable communities and achieving regeneration in the North West is a national, as well as regional, priority. A key component of this is to ensure that health and education services and good quality housing are available to all within the North West.

5.5

The fundamental premise of the Plan is that meeting the region’s expectations for economic growth will entail a significant increase, overall, in the amount of additional housing required to be built in the region. This is mostly to accommodate the additional households expected to form, but also to improve quality and choice, and to secure more sustainable communities. Needs will vary across the region, however, and will be shaped by the wider spatial and transport frameworks established in the Plan, to promote sustainable patterns of development.

5.6

Accordingly, between 2003 and 2021 the Plan will provide 411,160 new dwellings (net of clearance replacement) in the Region. This equates to an annual average of 22,844, compared with the current RPG13 average of 12,790, and recent building rates of 17-20,000. Table 9.1 sets out the housing requirements for the different areas and supports the different sub-regional strategic priorities, reflecting the regional development framework and the housing market typologies developed for the Regional Housing Strategy. These are detailed more fully in Chapter 9, under Policy L4.

5.7

The housing market approach underpins the Plan’s policies for housing. Key elements include the management of existing housing stock, its renewal and regeneration and, increasingly, provision for local needs and affordable housing. Through community engagement, local plans and strategies should ensure delivery of the right housing mix – one which meets the aspirations of residents, creates communities and places where people actually want to live, and ensures that the economic growth of the region is supported in a sustainable way.

5.8

The Plan identifies those areas that require substantial local housing market restructuring, including the Housing Market Renewal Pathfinder Areas: New Heartlands in Merseyside, Manchester/Salford, Oldham and Rochdale and Elevate covering East Lancashire. In addition West Cumbria, Furness and the Lancashire coastal towns are identified as needing similar intervention.

5.9

Particular emphasis is placed on improving access to a full range of health and educational services within communities. Good access to education and training will both enable the development of individuals and provide a more skilled workforce to meet demand. As well as ensuring social inclusion, the approach aims to support educational institutions within the North West to attract and retain students and staff for the benefit of the regional economy.

Transport in the North West: Connecting People and Places

5.10

Substantial investment over the last 50 years, particularly in highway construction, has created a high quality network of...
transport links across much of the North West and with other regions. The region's transport networks are responsible for moving large numbers of people to and from work and for ensuring that goods and services are distributed both internally and across the UK and overseas. However, road traffic accounts for around 22% of CO₂ emissions in the North West, and nationally, transport is the one sector where CO₂ emissions are increasing. Climate change is also likely to have an increasing impact on both the operation and maintenance of the region's transport networks.

5.11

The scope for significant new road construction to accommodate unrestrained traffic growth is now limited by economic, social and environmental considerations, hence the Plan focuses on increasing the contribution made towards the movement of people, goods and services by the more sustainable modes of transport: rail, road-based public transport, waterways, walking and cycling. A Regional Public Transport Framework is proposed (Appendix RT1.1) which concentrates on improving links within and between the city regions and regional towns and cities, the aim of which is to ensure that public transport provides a credible alternative to use of the private car. In terms of the highway network, the emphasis is on making best use of existing infrastructure through a more structured approach to network management, together with targeted investment in major road improvements aimed at improving journey time reliability, improving road safety and relieving communities badly affected by heavy flows of through traffic.

The importance of the region's airports and ports as gateways is also recognised, in particular, Manchester Airport as a key economic driver for the North of England and the Port of Liverpool as the North West's key international sea port.

5.12

Policies encourage local plans and strategies to accommodate their future operational requirements and surface access demands, reflecting the scope for intensification and rationalisation of activities and facilities associated with them. With respect to freight transport, a strategic network for the movement of freight by road has been identified (Appendix RT2.1) as well as broad locations for inter-modal freight terminals (see Key Diagram) to facilitate the transfer of freight from road to rail and for waterways.

Enjoying and Managing the North West: Environmental Enhancement and Protection

5.13

In the past, industrial expansion and economic growth in the North West has been associated with a significant legacy of environmental degradation and dereliction, with less than effective use of natural and man-made resources, (although it was also associated with the creation of much of our modern utilities and transport infrastructure). The importance of sustainable development today means that there is a strong emphasis in the Plan, not on constraining development and growth overall, but on ensuring that proposals and schemes for investment or development are of much higher quality and take into account the wider environmental costs associated with them.

5.14

Accordingly the Plan will ensure that sound environmental management is delivered across the North West, by:

- Requiring protection and enhancement of the most significant biodiversity, landscape, heritage and woodlands assets, as well as more sustainable approaches to land remediation;
- Promoting a more integrated approach to delivering a better environment through land and water management, including better relationship of new development to water resources, flood risk and adaptation to the impacts of climate change;
- As part of this, developing approaches for delivering green infrastructure as an implementation priority – creating multi-functional networks of green spaces which are important not only in terms of environmental quality, but also in providing recreation, in improving health, adapting to changing climate as well as other social and economic benefits.
- Continuing to develop strategic frameworks for, and to implement, Regional Parks in three broad locations – the North West Coast, Mersey Basin, and East Lancashire;
- Ensuring that the coast, as an important but complex set of ecological and human systems, is properly managed.

5.15

The Plan contains provisions to ensure that key resources – minerals, energy and indeed waste – are planned for to ensure that needs are met through the most effective and sustainable solutions, and in appropriate locations. Around 220 million tonnes of aggregate minerals will need to be provided from land-based locations in the North West over the period from 2001-2016. In terms of energy, the Plan indicates a need for additional (onshore) generation capacity from renewable sources of about 1,259 MW up to 2015. If the region is to move away from its reliance on landfill for waste management, as the Plan requires, then this will mean alternative facilities (composting, materials or energy recovery) to deal with around 6.5 million tonnes of municipal waste alone by 2020.

Sub–Regional Policy Frameworks

5.16

The spatial focus of the City Regions within the Plan emerges from the Northern Way, which aims to exploit the strengths and assets of the North and identifies the City Regions as economic engines providing a significant portion of the additional housing and other development required to deliver the economic growth envisaged for the Region. However, just as the Northern Way provides a spatial focus at national level for independent city regions to play a role alongside London and the wider South East, so the North West Plan identifies the complementary need for strong and vibrant cities and towns helping to meet the needs of the whole region. Frameworks have therefore been developed in response to the different characteristics and opportunities for accommodating development that exist across the region, and the need for local plans and strategies to respond to local priorities.
Diagram 5.1

LEGEND TO COVERAGE OF THE SUB-REGIONAL POLICY FRAMEWORK

- Liverpool City Region
- Manchester City Region
- Cumbria and North Lancashire
- Central Lancashire City Region
- South Cheshire

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n.b. Towns/cities identified solely for the purpose of assisting interpretation of the broad extent of sub-regional coverage. They do not represent any specific policy status.
6. Regional Development Principles

Policy DP1 – Regional Development Principles

**Make more sustainable, transparent decisions**

Plans and strategies should contain policies which set out clearly:

- Those elements of environmental, social and economic ‘capital’ where there is a presumption against any harm arising from development;
- An expectation that development should protect and enhance the quality of life and should not result in a net loss of any of the key benefits and services;
- The means, including planning obligations and conditions and the phasing or programming of development, by which any necessary mitigation, compensation or substitution is to be achieved; and
- A requirement for appropriate economic, environmental, health, transport and other impact assessment of proposals and schemes.

**Make better use of land, buildings and infrastructure**

Proposals and schemes should be located so as to make effective use of land, buildings and infrastructure. They should promote appropriate mixes of uses within a site or its wider neighbourhood, contribute towards reducing the need to travel and assist people to meet their needs locally. Plans and strategies should adopt the following sequential approach to meeting development needs, in each case ensuring that all new development is genuinely accessible by public transport, walking and cycling:

- first, the effective use of existing buildings and infrastructure within settlements, including the re-use or conversion of appropriate existing buildings;
- second, the use of previously developed land within settlements; and then
- third, the development of other land, where this is well located in relation to houses, jobs, other services and infrastructure in settlements.

**Ensure quality in development**

Proposals and schemes must demonstrate excellent design quality, sustainable construction, efficiency in resource use and respect for their physical and natural setting. Plans and strategies should include relevant design requirements taking into account advice contained in the North West Design Guide, and other published best practice.

**Tackle climate change**

As an urgent regional priority, plans and strategies should:

- Develop and implement policies to reduce emissions of greenhouse gases (principally CO₂) from all sources, including energy generation and supply, buildings and transport, to contribute towards national targets; and

- Identify, assess and apply measures to ensure effective adaptation to the likely environmental, social and economic impacts of climate-related changes.

Proposals and schemes must take into account the local implications of climate change, particularly in vulnerable areas, coastal zones and locations at risk of flooding.

6.1

The principles established in this policy should be applied to all plans and strategies developed in the North West that affect the development and management of different land uses, as well as to individual proposals, so as to ensure increasingly sustainable results.

6.2

Clear assessment of the relative benefits or likely ill-effects of development proposals are essential to planning decisions and there is growing acceptance that any tensions between development and existing environmental, social or economic ‘capital’ (such as road space) should be clearly stated alongside proposals for measures necessary to minimise harm, replace lost capital or provide alternative benefits. Sustainability appraisals of development plans should cover social, environmental and economic objectives. An Integrated Appraisal Toolkit (IAT) has been developed alongside Action for Sustainability and this will provide an excellent basis for such appraisals, having been used in this capacity for this draft RSS and the current draft RES. Transport and environmental impact assessments are established as part of planning processes and impact assessments related to health and broader social issues are being developed both nationally and within the Region, referenced in the IAT.

6.3

The process of assessment will vary according to the scale of the development. For large scale or otherwise significant proposals it may be by environmental and transport impact assessments or other studies of the site and its local area, but more general tools like Village Appraisals, Village Design Statements or Conservation Area Appraisals may be appropriate to smaller developments, with important input sought from the local community.

6.4

The competitiveness of the Region’s economy is important and its growth must be facilitated but, increasingly, demands for houses, workplaces and services will need to be met in a more sustainable fashion. There will be many opportunities to encourage the re-use of disused land and buildings. This is critical to improving the Region’s image. The Region contains a very large extent of dereliction and a large number of old industrial buildings of historic interest and great character in need of new uses, especially in the urban areas. Greater use of land that has been previously developed, and lies within settlements, is required for all forms of development across the Region. Not all areas of previously developed land, however, will be suitable or appropriate for built development. For example, former military bases in rural areas could be relatively remote, may have returned to open land uses or be

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19 The Office of the Deputy Prime Minister (ODPM) is undertaking research into the various evaluation techniques (including the Quality of Life Capital Approach promoted by the Countryside Agency, English Heritage, English Nature and the Environment Agency as a tool for appraisal) and is considering the ways in which they may be improved and applied more effectively.
supporting valuable habitats. Other policies, particularly those on the wider countryside, and on derelict land and contamination, provide further guidance on this issue.

6.5

Creativity and innovation in design are essential to make better use of land to support sustainable development patterns, for example by promoting energy efficiency or car-free neighbourhoods. An imaginative mix of land uses can improve the character of both urban and suburban areas, strengthen social integration and civic life and support new approaches to neighbourhood structure. The aim is to improve local access to jobs, shops, leisure and community facilities and open space. The same principle will also be applicable in rural settlements, thus enabling a range of good quality facilities to be available to rural dwellers in reasonably accessible locations, in small towns and larger villages. In both urban and rural areas, it will be necessary to ensure that there is a stock of attractive and better-quality housing, including attractive affordable housing, available to encourage the development of diverse and socially inclusive communities.

6.6

The impacts of climate change are already evident and becoming more significant. The North West is experiencing hotter summers, increased winter rainfall, sea level rises and consequential decline in the level of protection from existing flood defences and a growing incidence of severe weather conditions. Plans and strategies should seek to address climate change by putting in place effective mitigation and adaptation measures, which for example promote high standards of energy efficiency in developments, encourage use of renewable energy, reduce the need for transport, and contribute to the minimisation of greenhouse gas emissions.

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20 The urban village concept has already proved successful at Hulme in Manchester
21 “Spatial Implications of Climate Change for the North West”, North West Regional Assembly 2003 See also UK Climate Impacts Programme at http://www.ukcip.org.uk
7. Regional Spatial Framework

Policy RDF1 – Main Development Locations

Plans and strategies will support the concentration of most new development in the region within the urban areas of the Regional Centres, Regional Towns and Cities identified in Table 7.1, in particular to:

- Maximise the growth opportunities presented by the three city regions of Manchester, Liverpool and Central Lancashire – and within them the two Regional Centres of Manchester/Salford and Liverpool – to reflect their role as the key economic drivers in the Region, their potential for enhanced economic growth, and their capacity to handle large scale new development in a sustainable fashion;
- Support development in the regional towns and cities in City Regions to secure urban regeneration and economic growth that is complementary to the Regional Centres;
- Support development to enhance the role of the regional towns and cities in Cumbria and North Lancashire, and South Cheshire, to ensure that the region continues to support a balanced network of strong and distinctive urban centres across the North West;
- Promote environmental excellence, green infrastructure and good environmental management including the enhancement of the historic environment; and
- Provide for a range of local facilities and services to improve health, reduce crime and enhance educational and skills attainment within communities.

7.1

Policy RDF1 reflects the status of the North West’s City Regions established in Part 1 of this RSS. It adapts the approach applied in former Regional Planning Guidance RPG13 to take account of new challenges and opportunities. It also reflects the important role of the regional towns and cities in Cumbria, North Lancashire and South Cheshire. Its implications are considered in more detail within other policies, particularly in Part 4, Sub-regional Policy Frameworks.

Policy RDF2: Key Service Centres

Plans and strategies outside the county areas of Cheshire, Cumbria and Lancashire should identify Key Service Centres, which have:

- The potential to act as service centres for surrounding villages and rural areas, providing a range of services which should include retail, leisure, community, civic, health and education facilities and financial and professional services; and
- Good public transport links to surrounding towns and villages, or the potential for their development or enhancement.

Within county areas of Cheshire, Cumbria and Lancashire, plans and strategies should review the list of Key Service Centres against the above criteria.

Plans and strategies should give priority to the development of public transport, community and demand responsive transport, in particular, those providing access from rural hinterlands to key service centres. A strategic approach to traffic management should be adopted which aims to improve safety on rural roads, maintain the tranquillity of the countryside, improve local air quality and protect the local environment. Where safety is not compromised, highway engineering measures should reflect the character of the local countryside, including landscape and conservation.

7.2

Key Service Centres have been identified through Structure Plan Reviews in Lancashire, Cumbria and Cheshire (Table 7.1). The NWRA intends to carry out further research into the role played by these centres, which will allow us to establish general criteria for identifying key service centres across the region, including within the metropolitan districts, and this will be incorporated into a future review of RSS.

Policy RDF3: Rural Areas

Plans and strategies in the Region’s rural areas should:

- Understand and respect the varying character of the rural areas;
- Seek to empower local communities to address their own needs;
- Strengthen and diversify the rural economy in a way which enhances the rural environment; and
- Support sustainable agriculture, tourism and other land based activities.

Development in rural areas should be concentrated within Key Service Centres and should be of a scale and nature appropriate to fulfil the needs of local communities for housing, employment and services, and to enhance the quality of rural life.

In rural areas adjacent to regional centres, towns and cities, advantage should be taken of the proximity in providing services, employment and a more diverse economic base.

In the ‘sparse’ rural areas22 of the region, more innovative and flexible solutions to meet their particular development needs should be implemented and targeted towards achieving:

- More equitable access to housing, services, education, healthcare and employment; and
- A more diverse economic base, whilst maintaining support for agriculture and tourism.

7.3

The rural areas in the region are widely varying in character and contain many important natural and environmental assets. It is important that plans, strategies and developments respect these differences and build on the region’s assets. The rural policies should therefore be considered in relation to the policies in Chapter 11 Enjoying and Managing the North West’s Natural Assets, especially EM1 Conserving and Enhancing the Environment. Also Policy RT2 deals with the particular environmental impacts of the highway network in rural areas.

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22 Sparse areas are defined in DEFRA’s new system of classification for rural areas – see DEFRA’s Rural Strategy 2004, Annex A “A new Rural Definition”
Table 7.1 Settlement Hierarchy

<table>
<thead>
<tr>
<th>Regional Centres</th>
<th>Regional Towns and Cities</th>
<th>Key Service Centres 1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Manchester City Region</strong></td>
<td>Manchester/ Salford2</td>
<td>Altrincham Ashton-under-Lyne Bolton Bury Macclesfield Northwich Oldham Rochdale Stockport Warrington3 Wigan</td>
</tr>
<tr>
<td><strong>Liverpool City Region</strong></td>
<td>Liverpool</td>
<td>Birkenhead Chester Ellesmere Port4 Runcorn Skelmersdale Southport St Helens Warrington3 Widnes</td>
</tr>
<tr>
<td><strong>Central Lancashire City Region</strong></td>
<td>Blackburn Blackpool Burnley Preston</td>
<td>Accrington (including Oswaldtwistle, Church and Clayton-le-Moors) Adlington Barnoldswick Chorley Clitheroe Darwen Garstang/Catterall Great Harwood Kirkham/Wesham</td>
</tr>
<tr>
<td><strong>Cumbria and North Lancashire</strong></td>
<td>Barrow-in-Furness Carlisle Lancaster</td>
<td>Alston Ambleside Appleby Aspatria Brampton Carnforth Cleator Moor Cockermouth Dalton-in-Furness Egremont Great Harwood Kirkgate Kirby Stephen Kirkby Lonsdale Longtown Maryport Milnthorpe Penrith Silloth Ulverston Whitehaven Wigton Windermere/Bowness Workington</td>
</tr>
<tr>
<td><strong>South Cheshire</strong></td>
<td>Crewe</td>
<td>Alsager Nantwich Sandbach</td>
</tr>
</tbody>
</table>

1 Key Service Centres (or their equivalent) have been identified in the three county Structure Plans. The selection of those in Cheshire is based on a distinct retail and leisure function; those in Lancashire on their role as centres for transport, employment and services; within regeneration priority areas, those with populations between 28,000 and 70,000 (Main Towns) and settlements with a population of 2,000-28,000 (Key Service Centres); and within Cumbria and the Lake District, on service availability and a minimum population of 1,500.

2 Regional Centre of Manchester/Salford is defined in footnote to Policy MCR2.

3 Warrington is located within both Manchester and Liverpool City Regions.

4 Ellesmere Port is located within both Liverpool City Region and West Cheshire.
7.4 Good access to services is essential if rural communities are to survive and prosper23. By concentrating rural development in Key Service Centres, and in smaller local service centres identified in Local Development Frameworks, we can support sustainable development, social inclusion and focus for the economic regeneration of the wider rural area. Equally important is the need to maintain services like shops, post offices and pubs in smaller villages. Innovative approaches to service access should be encouraged for example, shared use of buildings, service delivery using ICT. Transport will have a key role to play in access to services and this policy should be cross referenced with policy RT1 which provides a framework for public and community transport in rural areas. In considering housing in rural areas, the policies of Chapter 9: Living in the North West – Ensuring a Strong, Healthy and Just Society, should be taken into account, especially Policy L1 – Health and Education Services Provision and Policy L5 – Affordable Housing.

7.5 In some areas, particularly the 3 city regions, it may be regional centres, cities and towns which also play a role in providing access to employment and services for the surrounding rural areas, as well as key service centres. This will need to be considered in formulating rural policy and will tie in with the sub regional policy frameworks in Part 4.

7.6 Tourism is an important factor in diversifying and strengthening the rural economy. Policies W6 and W7 in Chapter 8 – Working in the North West provide further detail on this issue.

7.7 The Rural Strategy 200424, produced by the Department for Environment, Food and Rural Affairs (Defra) under the theme ‘Social justice for all’, identifies the need to target resources at rural areas that are ‘lagging’, i.e. falling behind their counterparts – in the North West these areas are concentrated in Cumbria – and at deprived parts of more affluent rural areas. This approach is being developed in the North West through the North West Rural Delivery Framework25. The targeting of resources must be backed by sound evidence of need and is best undertaken at sub-regional and local level, where it can be tailored to the widely differing nature of the region's lagging areas, which include Copeland, Allerdale, Eden, Carlisle, South Lakeland, Lancaster, Ribble Valley, Pendle, West Lancashire and Crewe and Nantwich.

7.8 Local planning authorities will need to take a balanced view on proposals for development outside Key Service Centres. Proposals that seek to diversify and expand existing rural businesses in areas that are lagging economically should be regarded positively, as long as they demonstrate the potential to help build and maintain sustainable communities and are sensitive towards the local environment.

7.9 RSS policy for rural areas builds upon a new system of classification for urban and rural areas introduced by Defra in 200426, which is based on the size of the settlements they contain. Areas are classified, from ‘sparse to dense’. Sparse rural areas in the North West (found within Cumbria & North Lancashire) require particular attention because their remote nature and physical geography tend to make them less accessible and economically active. These areas are more dependent on the agriculture and farm based tourism, this renders them more vulnerable to any decline in the agricultural economy and to the potential physical impacts of climate change on agriculture. Therefore there is a particular need to support agriculture whilst diversifying the economy in these areas. A flexible approach to the reuse of existing buildings for non agricultural use may be needed in some areas.

7.10 Recent reform of the EU Common Agricultural Policy represents a shift in support away from production subsidies and towards agri-environment and wider rural development measures. This may provide positive opportunities for sustainable farming and rural economic diversification. However, the decoupling of support payments from agricultural production may also have an adverse impact on the viability of upland farms. This means economic diversification, and support for alternative, sustainable forms of land management will be particularly important in these areas.

7.11 Rural areas account for 81% of the land area of the northwest, and the majority of this is used for agriculture, forestry and various other land based industries and activities (for example, fisheries, nature reserves, inland waterways and MOD training areas). These should be supported where they are sustainable in nature and contribute to the rural environment and economy.

Policy RDF4 – The Coast

Plans and strategies should:
- Enhance the economic importance of the coast and the regeneration of coastal communities in ways that safeguard, restore or enhance and make sustainable use of the natural, built and cultural heritage assets of the North West Coast and address issues of environmental decline and socio-economic decline, through support for:
  - the protection, development and diversification of the North West's maritime economy;
  - regeneration based around opportunities for sustainable growth in coastal tourism and recreation;
  - regeneration opportunities associated with reuse of developed or under-used developed coast, former docks and other adjacent industrial areas;
  - improving the image of coastal resorts27 to attract inward investment and tourism;
  - the diversification of economic activity in coastal communities and rural coastal areas;
- Define the undeveloped, developed, and remote coast at a strategic and local level using the criteria set out in the Implementation Plan;

24 Rural Strategy, DEFRA, 2004
25 The Regional Delivery Framework for the North West is currently being developed by Government Office North West and partner organisations
• Direct development requiring a coastal location to the developed coast and safeguard the undeveloped and remote coast;
• Protect the functional integrity of bays, estuaries and the inter-tidal areas immediately offshore;
• Promote the conservation and enhancement of cultural, historical and natural environmental assets, including land and seascapes, in the marine and coastal environment, where appropriate taking into account and mitigating for the likely impacts of climate change, and ensure prudent and sustainable use of natural resources;
• Promote the integrated planning and management of the coast (and adjacent sea areas and neighbouring coastal regions) and marine spatial planning of the Irish Sea through the use of integrated coastal zone management and through work by the North West Coastal Forum, and with local and regional coastal partnerships;
• Facilitate co-ordination and harmonisation between Local Development Frameworks and the wide range of plans, strategies and schemes which apply to the coastal zone.

This policy should be read in conjunction with Policy EM6, which provides further guidance on sustainable shoreline management policy and Policy RT4 (Ports).

Stretching from the Welsh border on the Dee Estuary to the Scottish border on the Solway Firth, the region’s coastal area is complex and constantly changing, both in terms of the physical processes it is subject to and the broad mix of assets, uses and economic activity it encompasses. The majority of the North West population live no more than one hour’s travel time from the coast, and large urban populations, notably in Merseyside, actually live within the coastal zone.

The North West coast is chiefly low-lying and sedimentary in nature, characterised by large estuaries and bays with vast inter-tidal mud flats and salt marshes, extensive sand dune systems and other habitats of national and international importance. Collectively these estuaries and bays are home to many protected species, form the site of the second largest gathering of winter wildfowl in the Western Palearctic and are an important point on the global migration route for birds known as the East Atlantic Flyway. The coastal zone contains a wide range of cultural heritage, economic and environmental assets including Heritage Coast, two Areas of Outstanding Natural Beauty, World Heritage Sites, part of the Lake District National Park, and many internationally protected Ramsar and Natura 2000 sites along with nationally protected Sites of Special Scientific Interest. The low-lying nature of the coast makes it particularly vulnerable to the effects of climate change, including rising sea levels and increasingly stormy conditions.

Historically, the region’s coastal areas – its ports and fisheries, major resort towns and clusters of industry like that around Widnes – have been instrumental in driving its economy. The North West maintains a thriving maritime economy. Liverpool is a port of national significance and the region’s other active ports: Barrow, Fleetwood, Garston Dock, Glasson Dock, Heysham, The Port of Manchester (Manchester Ship Canal), Silloth, and Workington continue to provide employment. All provide important landfill sites for servicing offshore operations such as oil and gas, fisheries and newer industries like offshore wind farms. Disused areas of dockland, for example in Liverpool, Barrow, Bootle, Maryport, Preston, and Whitehaven, are now providing significant opportunities for regeneration, bringing new employment to previously derelict and economically depressed areas.

Traditionally, the region’s tourism industry is a major employer, thanks to large resorts like Blackpool and Southport, and smaller ones such as West Kirby, Fleetwood, Morecambe and Lytham and St Annes. Changes in national tourism patterns have led the region to take a fresh look at its own tourism offering and to encourage the economic diversification of many of its resorts to combat declining tourist revenue and associated social deprivation. At the same time, an increased interest in ecological (“green”) issues and recreation (“activity”) holidays is giving rise to new opportunities for themed short breaks that help to extend the tourist season. Spring and Autumn are key times of the year for bird watching and new activities like kite surfing are joining more traditional pastimes like golf and sea angling on the rosta of popular coastal activities.

Initiatives such as the Mersey Waterfront and Blackpool Master Plan aim to capitalise on the strengths of the North West coast, as do proposals to develop parts of the Ribble Estuary and Morecambe Bay as Regional Parks and the North West Coastal Trail. The availability of high quality water for swimming, clean beaches and convenient facilities are increasingly important factors in maintaining tourist numbers and attracting new visitors to the coast.

There are considerable lengths of the coast that remain undeveloped or even remote, and which require planning and managing sensitively to retain their character. The coast is unique in the North West in its combination of exceptionally high economic, social, environmental importance and potential. Integrated planning and management of the coast is critical to minimise conflict and maximise cooperation, to sustain and realise this value. This includes integration across the land – sea interface and country / international borders. The North West Coastal Forum and a network of regional and local coastal and estuary partnerships has developed in response to this need, with support of coastal communities, local authorities, agencies and others. These partnerships make important contributions to promoting sustainable development and use of the coast.

29 Integrated coastal zone management is described by the UK Government as a process that brings together the various parties involved in the development, management and use of the coast within a framework that combines their individual interests and responsibilities. The objective is to establish sustainable levels of economic and social activity in our coastal areas while at the same time protecting the coastal environment.
30 The North West Coastal Forum is a not-for-profit partnership of public, private and voluntary sector organisations working together to promote and deliver Integrated Coastal Zone Management in the North West to secure the long term sustainability of the region’s coastal zone.
31 For example: River Basin Management Plans; European Marine Site Management Plans; Port Development Plans; Shoreline Management Plans; Coast and Estuary Management Plans; AONB Management Plans.
32 Including Solway Firth, Dudinn Estuary, Morecambe Bay, Ribble Estuary, Sefton Coast, Mersey Estuary, and Dee Estuary.
Policy RDF5 – Green Belts

Overall the general extent of the Region’s Green Belt will be maintained.

There is no need for any exceptional substantial strategic change to Green Belt and its boundaries in the North West within the timescales set out below:

• Within Cheshire, Greater Manchester, Lancashire or Merseyside before 2011; and
• Within Warrington before 2021.

After 2011, the need for exceptional substantial strategic change to Green Belt in Cheshire, Greater Manchester, Lancashire or Merseyside, should be investigated by strategic studies, undertaken by the NWRA, together with relevant local stakeholders. The findings will inform future reviews of RSS and subsequent reviews of plans and strategies.

In line with PPG2, the need for any exceptional small scale detailed boundary changes to the extent of Green Belt should be examined through the Local Development Framework process.

7.19

The North West has four major, linked areas of green belt, in Greater Manchester, Merseyside, North Cheshire and Lancashire, plus one in South Cheshire, which is, in effect, part of the North Staffordshire Green Belt. Small but significant patches of green belt also exist on the Fylde Peninsula and in North Lancashire. The reasons for their designation vary but all fulfill the five main purposes of green belt set out in PPG2, to one extent or another, and their contribution to urban regeneration, whether directly or indirectly, will be of prime importance for the foreseeable future.

7.20

When RPG13 was issued in 2003, it did not foresee any need for exceptional substantial strategic change to Green Belt in the Region within the specified timescales for different areas. No evidence has been put forward to justify any revision to this position. Indeed, it is anticipated that future development in the North West, as set out in this RSS, can generally be accommodated without the need for strategic reviews of the Green Belts in the North West. If, however, monitoring of RSS suggests differently, such reviews should be based upon strategic studies, carried out by the relevant local authorities together with the NWRA, and taking into account the views of local stakeholders. Any subsequent changes to green belt boundaries should be carried forward through a future review of RSS and subsequent reviews of Local Development Frameworks. Local authorities should bear in mind that any proposal to adjust green belt boundaries would need to meet the Government’s commitment to maintaining or increasing the amount of green belt in every UK region.

7.21

However there may be a need to undertake small scale detailed boundary changes to the Green Belt, in line with PPG2, as part of the Local Development Framework process to accommodate small scale localised changes to meet exceptional circumstances, for example, to meet operational aviation related infrastructure requirements at Liverpool John Lennon and Manchester Airports, or the long term release of land for a Regional Investment Site / Knowledge Nuclei site to the South West of Chester (as defined in Policies W2 and LCR4).
Part 3: The Regional Policy Framework

8. Working in the North West – Achieving a Sustainable Economy

8.1

This chapter focuses on the spatial implications of economic development in the North West. It sets out the spatial policy framework that local planning authorities and other agencies should follow in order to accommodate the scale and type of business facilities needed to sustain our vision for economic growth. Alongside the implementation plan, the framework addresses the linkages that exist between economic objectives and those of successful communities. (See also the implementation plan in Part 5).

Policy W1 – Strengthening the Regional Economy

Plans and strategies should promote opportunities for economic development (including the provision of appropriate sites and premises, infrastructure, and clustering where appropriate) which will strengthen the economy of the North West by:

• Building on the region’s strengths, particularly the three City Regions of Manchester, Liverpool and Central Lancashire. This should reflect the following growth opportunities;

• Manchester – advanced manufacturing and engineering44, financial and professional services, media, creative and cultural industries, biomedical45, ICT / digital, and communications46;

• Liverpool - advanced manufacturing and engineering44, financial and professional services, media, creative and cultural industries, biomedical45, ICT / digital, tourism, maritime and communications46;

• Central Lancashire – advanced manufacturing and engineering44, environmental technologies and biomedical45, tourism and conferencing46;

• Continuing the recent success of attracting high value added knowledge based industries in Cheshire, particularly focused around Chester, and developing the links with North East Wales;

• Giving positive support to the sustainable diversification and development of the rural economy through the growth of existing businesses and the creation of new enterprise, particularly within Cumbria where there is a need to both develop high value business activities and sustain traditional economic activities. Prospects for growth in tourism, food and nuclear sectors should be developed, including promoting links between regional agriculture and production and retail facilities to reduce food miles and support local businesses;

• Ensuring the safe, reliable and effective operation of the region’s transport networks and infrastructure in accordance with the policies and priorities of the Regional Transport Strategy;

• Supporting growth in service sectors, which will continue to act as significant employers within the region, and in which the greatest improvements in productivity can be made;

• Improving the skills base of the region, including tackling skills deficiencies and concentrations of unemployment, particularly within parts of the three City Regions;

• Providing sufficient and appropriate housing to support economic growth (Policies L2 – L5);

• Linking areas of opportunity and need.

8.2

The region will require a range of sites with influences at different spatial levels to support the growth potential identified above:

• Regional – a limited number of sites which will have a significant role to play in the growth of the regional economy, as a result of the type of development accommodated and the location of the site.

• Sub-regional – sites which sit below, and play a complementary role, to regionally significant economic development sites and have the potential to make a significant contribution to the growth of the sub-regional economy, particularly focused on the growth opportunities identified in Policy W1.

• Local – provision of a wide range of sites for a variety of uses which will support the development of a diversified local economy, ensuring that there is access to a range of job opportunities for the local population.

8.3

Other sectors beyond those identified in Policy W1 will continue to provide significant employment opportunities across the region, particularly education and health sectors. The potential for further public sector growth through the opportunities presented by the Gershon48 and Lyons49 Review

40 Planning Policy Guidance Note 2 (PPG2) “Green Belts”, DoE 1995
41 In Warrington, the boundaries of the Green Belt have been defined recently as part of the UDP process. In Merseyside, the strategic study undertaken in 2004, concluded that there was no need for substantial change to the Merseyside Green Belt, (see “Merseyside Green Belt Study” White Young Green Planning et al, December 2004).
42 In the case of the South Cheshire – North Staffordshire Green Belt, any study should also involve the West Midlands Regional Assembly and relevant local Authorities in Staffordshire. Similarly any study relating to Green Belt in South Eastern Part of Manchester City Region, should involve East Midlands Regional Assembly, Peak District National Park Authority and relevant local Authorities in Derbyshire
43 Statement by John Prescott included in Department of Transport, Local Government and Regions Press Release (6 February 2003)
44 Advanced manufacturing and engineering includes chemicals, aerospace, automotive, advanced flexible materials
should be maximised. This activity is supported through the Regional Economic Strategy and other work undertaken by the North West Regional Assembly.

8.4

A lack of basic skills and qualifications has been identified as a barrier to the growth of the regional economy. In particular the following districts have the highest rates of working age population without qualifications: Liverpool, Manchester, Oldham, Knowsley, Tameside, St Helens, Salford, Halton and Blackpool, which all fall within the City Regions. In addition Liverpool, Manchester, Salford, Halton, Knowsley and Barrow have particularly high unemployment rates.

Policy W2 – Broad Locations for Regionally Significant Economic Development

Plans and Strategies should encourage regionally significant economic development in the locations set out in Table 8.1 for:

- Regional Investment Sites meeting the requirements of the region’s key growth sectors identified by the Northwest Regional Development Agency;
- Knowledge nuclei sites focusing on knowledge-based sectors which require specific links to the region’s Higher Education Institutions, research and development facilities, existing knowledge-based industries and major hospitals. Close physical proximity is desirable, however it is the links between knowledge nuclei sites and key knowledge infrastructure that are most important. In some cases those links may be facilitated by ICT;
- Inter-modal freight terminals facilitating the transfer of freight from road to rail and/or water (Policy RT5). These should only be allocated where the Local Authority is satisfied that this is the prime purpose;
- Reserve sites to provide a readily available supply of land for the purposes of accommodating investment which would otherwise be lost to the region. Large-scale manufacturing investment should be accommodated on Regional Investment Sites and headquarter functions on knowledge-nuclei sites.

There should be only one site in each broad location identified, with the exception of Knowledge Nuclei sites. A Reserve Site may be part of a larger Regional Investment or Knowledge Nuclei site.

8.5

If the vision and objectives of The Northern Way Growth Strategy (para 3.8), the RES and this RSS are to be achieved, the region must have a ready supply of land for employment use that is of sufficient quality and quantity to support economic growth. The supply must also reflect the implications of creating a more productivity economy, with a focus on improving the productivity of workers in the business and services sectors, increasing employment in knowledge-based industries and tackling unemployment and skills deficiencies across the region.

8.6

Regionally Significant Economic Development is that which will have a recognised impact on the growth and development of the regional economy by contributing to the increase in overall regional GVA. Sites identified within these broad locations should not be used for development that could be equally well accommodated elsewhere and should not be developed in a piecemeal manner.

8.7

The broad locations identified in Table 8.1 will combine a mix of new and existing employment sites. The NWRA will work with NWDA, GONW and partners to identify sites within these broad locations and monitor their progress. The NWDA has identified 25 strategic regional sites as being critical to the delivery of the RES which it has committed to deliver as Regional Investment Sites, Knowledge Nuclei Sites and Inter Modal Freight Terminals. It will consider investment in and support for the delivery of these sites in line with the revised RES and the NWDA Corporate Plan. NWDA strategic regional sites that have been allocated as Regional Investment Sites in adopted plans, should be taken as the Regionally Significant Economic Development Site in that broad location. Progress on existing sites varies from being allocated in adopted Structure, Unitary Development or Local Plans, to development taking place on site. A more detailed justification for each of the broad locations is set out in the Technical Appendix, which also addresses the relationship between Policy W1 and the draft RES.

8.8

The region currently has around 5,795 hectares of land committed to employment use. Based on the current average annual take up rate of approximately 313 hectares per annum across the region, this equates to a nineteen year supply. 70% of this land is allocated for general B1/B2/B8 use.
purposes is maximised, reflecting the likely increases in the amount available as a result of economic restructuring,

- Full consideration is given to the scope for mixed-use development particularly within centres, and on larger sites;
- Appropriate provision is made in key service centres and full consideration given to the innovative re-use of agricultural buildings to facilitate the growth and diversification of the rural economy;
- The implications of home working on the scale and location of future employment land requirements are considered.

Office development should, as far as possible, be focused in the regional centres, regional town and city centres and key service centres in accordance with PPS6, Policy RDF1 and Part 4 of this RSS.

The portfolio must be kept under regular review to ensure that the region does not over- or under-allocate land in relation to the actual scale of economic growth. Local Authorities should review their employment land portfolio every three years.

### Table 8.1: Broad locations for Regionally Significant Economic Development

<table>
<thead>
<tr>
<th>Broad Location</th>
<th>Sub-regional location</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Regional Investment Sites</strong></td>
<td></td>
</tr>
<tr>
<td>Greater Manchester Western Gateway</td>
<td>Manchester City Region</td>
</tr>
<tr>
<td>East Manchester</td>
<td></td>
</tr>
<tr>
<td>South East of Rochdale*</td>
<td></td>
</tr>
<tr>
<td>Huyton/Prescot Strategic Investment Area</td>
<td>Liverpool City Region</td>
</tr>
<tr>
<td>Speke Halewood Strategic Investment Area</td>
<td></td>
</tr>
<tr>
<td>Wirral Waterfront Strategic Investment Area</td>
<td></td>
</tr>
<tr>
<td>North West Warrington*</td>
<td>Warrington</td>
</tr>
<tr>
<td>East of Blackburn/Hyndburn</td>
<td>Central Lancashire City Region</td>
</tr>
<tr>
<td>North West Chorley</td>
<td></td>
</tr>
<tr>
<td>North of Leyland/Bamber Bridge*</td>
<td></td>
</tr>
<tr>
<td>North of Carlisle</td>
<td>Cumbria</td>
</tr>
<tr>
<td>South of Crewe*</td>
<td>South Cheshire</td>
</tr>
<tr>
<td><strong>Knowledge nuclei sites</strong></td>
<td></td>
</tr>
<tr>
<td>Central Manchester arc of opportunity</td>
<td>Manchester City Region</td>
</tr>
<tr>
<td>South Manchester*</td>
<td></td>
</tr>
<tr>
<td>Liverpool City Centre Strategic Investment Area</td>
<td>Liverpool City Region</td>
</tr>
<tr>
<td>Eastern Approaches Strategic Investment Area</td>
<td></td>
</tr>
<tr>
<td>South East Halton*</td>
<td></td>
</tr>
<tr>
<td>Central Preston</td>
<td>Central Lancashire City Region</td>
</tr>
<tr>
<td>South East of Whitehaven</td>
<td>Cumbria</td>
</tr>
<tr>
<td>Central Carlisle</td>
<td></td>
</tr>
<tr>
<td>South of Lancaster</td>
<td>North Lancashire</td>
</tr>
<tr>
<td>South West of Chester*</td>
<td>West Cheshire</td>
</tr>
<tr>
<td><strong>Inter-modal freight terminals</strong></td>
<td></td>
</tr>
<tr>
<td>South West Greater Manchester with rail access and potential access to the Manchester Ship Canal</td>
<td>Manchester City Region</td>
</tr>
<tr>
<td>Widnes, with access to the West Coast Main Line (Liverpool Branch)</td>
<td>Liverpool City Region</td>
</tr>
<tr>
<td>Newton-le-Willows, with access to the West Coast Main Line and Trans-Pennine rail routes</td>
<td></td>
</tr>
<tr>
<td>Birkenhead Waterfront and Eastham Docks (Wirral Waterfront SIA)</td>
<td></td>
</tr>
</tbody>
</table>

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49 Well Placed to Deliver? Shaping the Pattern of Government Services, St Michael Lyons, March 2004
Cheshire 2011 Structure Plan (July 1999) and the Crewe and Nantwich Local Plan 2011 (February 2003)
52 Indicated by an asterisk in Table 8.1
53 Defined as fully serviced and actively marketed
54 One site may be made up of two parts, for example Basford strategic regional site incorporates both Basford East and Basford West as separate allocations identified in the
A requirement for a site for International Headquarter functions, Government sponsored Research and Development facilities and financial and professional business services has been identified. This could be classified as either a reserve Knowledge Nuclei or Regional Investment site. It has been classed as a reserve Knowledge Nuclei site given that both International Headquarter functions and Research and Development fall within this category.

This figure includes land within sites identified as strategic regional sites in the Regional Economic Strategy 2003.

That the sites contribute to creating a strong, stable and sustainable economy which provides prosperity and opportunities for all (Securing the Future: UK Sustainable Development Strategy, UK Government, March 2005).

Available is defined as fully serviced and actively marketed or likely to be fully serviced and actively marketed in the next three years.

### Table 8.2: Provision of Sub-regional and Local Employment Land by Sub-region 2005 – 2021 (hectares)

<table>
<thead>
<tr>
<th></th>
<th>Greater Manchester</th>
<th>Merseyside and Halton</th>
<th>Lancashire</th>
<th>Cumbria</th>
<th>Cheshire and Warrington</th>
<th>North West</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Current supply of committed sub-regional and local employment land as at 2005 (a)</td>
<td>1016.2</td>
<td>1070.1</td>
<td>908.9</td>
<td>586.8</td>
<td>1159.8</td>
<td>4741.8</td>
</tr>
<tr>
<td>B. Current average annual take-up rate (b)</td>
<td>112.2</td>
<td>75.5</td>
<td>68.2</td>
<td>16</td>
<td>41.0</td>
<td>312.9</td>
</tr>
<tr>
<td>C. Projected increase in take-up rates (b)</td>
<td>11%</td>
<td>18.5%</td>
<td>10%</td>
<td>17.5%</td>
<td>11.5%</td>
<td>13%</td>
</tr>
<tr>
<td>D. Projected average annual take-up rate (c)</td>
<td>124.54</td>
<td>89.48</td>
<td>78.43</td>
<td>18.8</td>
<td>45.72</td>
<td>356.97</td>
</tr>
<tr>
<td>E. Flexibility factor</td>
<td>20%</td>
<td>20%</td>
<td>20%</td>
<td>33%</td>
<td>27%</td>
<td>20%</td>
</tr>
<tr>
<td>F. Years supply to be made available over the plan period (d)</td>
<td>18</td>
<td>18</td>
<td>18</td>
<td>20</td>
<td>19</td>
<td>18</td>
</tr>
<tr>
<td>G. Indicative supply at 2021 (e)</td>
<td>2241.76</td>
<td>1610.64</td>
<td>1350.36</td>
<td>376</td>
<td>868.68</td>
<td>6447.44</td>
</tr>
<tr>
<td>H. Land required 2005 – 2021 (f)</td>
<td>1226</td>
<td>541</td>
<td>441</td>
<td>-210</td>
<td>-291</td>
<td>1707</td>
</tr>
<tr>
<td>Land required 2005 – 2010 (g)</td>
<td>368</td>
<td>180</td>
<td>147</td>
<td>-21</td>
<td>-29</td>
<td>645</td>
</tr>
<tr>
<td>Land required 2010 – 2015 (g)</td>
<td>368</td>
<td>180</td>
<td>147</td>
<td>-63</td>
<td>-87</td>
<td>545</td>
</tr>
<tr>
<td>Land required 2015 – 2021 (g)</td>
<td>490</td>
<td>181</td>
<td>147</td>
<td>-126</td>
<td>-175</td>
<td>517</td>
</tr>
</tbody>
</table>

(a) this figure excludes sites identified as strategic regional sites.

(b) using an assumed 1:0.5 ratio between increase in GVA growth per annum and increase in employment take-up rates, e.g. a 10% increase in GVA growth per annum equals an equivalent 5% increase in employment land take-up rates (hectares).

(c) based on an assumed projected increase in average annual take-up rate (B + C).

(d) justification for the years supply required is set out in the Technical Appendix.

(e) Indicative supply at 2021 = F x D.

(f) H = Indicative supply at 2021 subtract current supply (G – A). This is provision required over and above existing allocated land in Greater Manchester, Merseyside and Halton and Lancashire.

(g) where land is not taken up in any five year period it will count towards the following period.

(h) Figures may not add up due to rounding.

(i) For the purposes of this assessment the transformational scenario has been adopted for the all sub-regions with the exception of Merseyside and Halton, and Cumbria. For Merseyside and Halton, and Cumbria the recent success scenario has been adopted.

Source: (A) & (B) from Regional Employment Land Study, Arup for North West Regional Assembly, June 2005.

### Table 8.3: Indicative Changes in Sub-regional Employment Land Usage by Use Class (hectares)

<table>
<thead>
<tr>
<th></th>
<th>Greater Manchester</th>
<th>Merseyside and Halton</th>
<th>Lancashire</th>
<th>Cumbria</th>
<th>Cheshire and Warrington</th>
<th>North West</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1 Indicative change 05 – 25</td>
<td>373.0</td>
<td>164.0</td>
<td>173.3</td>
<td>-30.5</td>
<td>131.3</td>
<td>811.1</td>
</tr>
<tr>
<td>B2 Indicative change 05 – 25</td>
<td>-573.7</td>
<td>-316.4</td>
<td>-299.0</td>
<td>-65.6</td>
<td>-260.4</td>
<td>-1515.1</td>
</tr>
<tr>
<td>B8 Indicative change 05 – 25</td>
<td>140.8</td>
<td>-91.1</td>
<td>32.3</td>
<td>18.1</td>
<td>-57.1</td>
<td>43.0</td>
</tr>
</tbody>
</table>

These are net employment figures and as such include the take-up of land to accommodate new employment, and the loss of existing employment land to other land uses. As net figures they do not equate to future allocations and should not be used to quantify the portfolio. These figures should only be used to guide the specific allocation of B1, B2 and B8 land uses.

The figures are based on the translation of the employment outputs of the Economic scenarios prepared for the review of the Regional Economic Strategy to land requirements.

The figures relate to the period 2005 – 2025.

Source: Regional Employment Land Study Phase 3 Report, June 2005, Arup for North West Regional Assembly, Table 8.3 pg 80.
8.9

Policy W3 focuses on allocations for B1, B2 and B8 land use. A wide range of other types of land use provide significant employment opportunities, particularly in retail, tourism, hotel, catering and education and in some parts of the region these sectors account for a large proportion of total employment.

8.10

As the economy of the North West continues to restructure, the demand for different land uses will change significantly. This is likely to result in a decline in the requirement of land suitable for B2 uses and a significant increased demand for land suitable for B1 uses (table 8.3). Local Authorities need to reflect this within their own portfolio of sites.

8.11

In rural areas, employment opportunities are not necessarily associated with the allocation of new development land. Agriculture will continue to play an important role in the rural economy, especially in relation to landscape management and ecological protection and enhancement, and the need for agricultural diversification – finding new and sometimes imaginative uses for land and buildings previously used for farming purposes – particularly in sparsely settled rural areas. Priority should be given to economic activity that has strong links with the area in question, for example food and drink processing, tourism and leisure, the conservation of natural, cultural and historic resources and businesses that are ancillary to farming and forestry.

8.12

The provision of figures by sub-region will require Local Authorities and other partners to work together to agree the distribution of land within each sub-region. The North West Regional Assembly will facilitate this approach. Where possible, figures should be distributed in accordance with local labour market areas, broadly indicated by Travel to Work areas identified in the 2001 Census. Further details regarding the implementation of this policy are set out in the Implementation Plan (Part 5).

8.13

In December 2004 ODPM published guidance to Local Authorities to assist them in identifying an up to date and balanced portfolio of employment sites in Local Development Frameworks. In particular the guidance suggests that:

- Planning authorities should undertake employment land reviews where possible alongside reviews of housing capacity (para 2.8 – 2.11);
- Quantitative assessments should be updated regularly at no more than five yearly intervals (para 5.49).

8.14

There is currently an oversupply of land in Cheshire and Warrington, and Cumbria which results in the requirement to de-allocate land over the plan period. This does not mean that new sites cannot and should not be brought forward. Where they are of better quality and more suited to the demands of the changing economy this is supported. However the overall scale of provision must be reduced. In Cheshire and Warrington the average site size is over 20 hectares, far greater than in any other part of the region. Sites over 5 hectares make up 88% of committed employment land in this area. Reducing the supply may be achieved by the de-allocation of a small number of larger sites. Cumbria has dispersed settlement patterns, which coupled with the county’s geographical isolation from regional, national and international markets, create discrete labour market areas. It is necessary to offer a greater degree of choice and flexibility to prevent businesses locating outside Cumbria, which is reflected in table 8.2.

8.15

The impact of home working and other flexible working patterns, have not been fully considered in the preparation of this RSS and further work will need to be undertaken. However ensuring that the figures identified in table 8.2 are kept under regular review will enable this issue to be properly considered as its scale of influence become more fully understood. This will also ensure that the figures can be revised in light of changes to the wider national, international and global economy which will impact on the appropriateness of the figures presented in table 8.2.

8.16

The Assembly will develop more regionally-specific guidance on office (B1(a)) development in town Centres, as required by PPS6, as part of a future review.

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Policy W4 – Release of Allocated Employment Land

Where sites are to be de-allocated in plans and strategies (following a comprehensive review of commitments outlined in Policy W3) consideration should be given to a range of alternative uses and determined as appropriate to the location and nature of each site. Alternative uses considered should include housing, and soft end uses, particularly where this will contribute to the delivery of Green Infrastructure networks (Policy EM3). Appropriate remediation may also be required to address issues of land contamination before sites can be effectively re-used (Policy EM2). In deallocating sites Local Authorities should be mindful of the need to create and sustain mixed-used communities where there is access to a wide range of services and facilities.

Outside of a comprehensive review of commitments (Policy W3) when preparing plans and strategies and considering proposals and schemes there should be a presumption against the release of allocated employment sites for other uses. Sites should not be released where they provide, or have the potential to provide, an important contribution to the economy of the local area. If Local Authorities are minded to release sites they should be satisfied, before so doing, that:

- An appropriate supply of sites are available for employment uses;
- If required there are replacement sites available, of equal or better quality, or alternative means of incorporating employment land needs have been identified.

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59 Committed employment land is defined as including sites allocated in a Development Plan for B1, B2 and B8 use, or which has existing planning permissions for such uses
60 This figure includes take-up on strategic regional sites. Take-up rates specifically for strategic regional sites are not currently monitored and therefore are not available
61 Given the PSA2 target and the Northern Way Growth Strategy commitment to accelerate significantly the rate of growth in the North West’s economy, for spatial planning purposes the scenarios providing the highest employment figure have been used for each of the sub-regions
8.17

In many areas there is a demand for allocated employment sites to be released for other uses, in particular housing and retail developments, and a stringent review of commitments will be necessary to justify the decision to either release or safeguard individual sites (Policy W3). However, where the demand for the reallocation of sites is to be dealt with outside such a review, a consistent approach should be applied across the region.

8.18

The demand for employment land to be released for other uses is particularly strong in Eastern Cumbria, South and Western parts of the Manchester City Region, Eastern parts of the Liverpool City Region and Central parts of the Central Lancashire City Region. These areas, particularly those within the City Regions, have an important role to play in driving forward the regional economy.

8.19

In the Lake District National Park, employment land is in particularly short supply and subject to competition from other uses that command higher land values. Demand for sites must be carefully managed to ensure that the National Park retains an adequate supply of employment sites to support improvements to the local economy.

Policy W5 – Retail Development

Plans and strategies should promote retail investment where it assists in the regeneration and economic growth of the North West's town and city centres. In considering proposals and schemes any investment made should be consistent with the scale and function of the centre, should not undermine the vitality and viability of any other centre or result in the creation of unsustainable shopping patterns.

Manchester and Liverpool City Centres will continue to function as the North West's regional centres.

Comparison retailing facilities should be enhanced and encouraged in the following centres to ensure a sustainable distribution of high quality retail facilities outside of the regional centres:

- Altrincham
- Ashton-under-Lyne
- Barrow-in-Furness
- Blackpool
- Bolton
- Burnley
- Crewe
- Kendal
- Lancaster
- Macclesfield
- Preston
- Oldham
- Southport
- St Helens
- Warrington

Investment in centres not identified above will be encouraged in order to maintain and enhance their vitality and viability, including investment to underpin wider regeneration initiatives, to ensure that centres meet the needs of the local community, as identified by Local Authorities.

Retail development that supports entrepreneurship, particularly increasing the number of independent retailers, should be supported.

There will be a presumption against new out-of-centre regional or sub-regional comparison retailing facilities requiring Local Authorities to be pro-active in identifying and creating opportunities for development within town centres. There should also be a presumption against large-scale extensions to such facilities unless they are fully justified in line with the sequential approach. There is no justification for such facilities to be designated as town centres within plans and strategies.

8.20

The centres identified in Policy W5 are well developed as vibrant retail centres, particularly for comparison goods retailing which has traditionally been concentrated in town centres, and should continue in this role. Recent research points to a significant growth in retail spending in the North West, which will in turn require the provision of additional retail floorspace across the region, as shown in Table 8.4. The network of centres identified in Policy W5 will be the primary focus for this future growth and development, although they are not the only centres that should receive development through to 2021. The policy does not preclude the investment of resources in other centres identified in the Settlement Hierarchy (Table 7.1), particularly where this will assist in the regeneration of the centre and the wider area. Future reviews of RSS may need to consider the impact of changes to retail formats on the pattern of both convenience and comparison retailing.

8.21

The flow of expenditure between sub-regions generally reflects the proximity of population to centres in adjoining sub-regions. New investment should promote sustainable shopping patterns, which result in a reduced need to travel, especially by private car, to access retail facilities of an appropriate type and nature.

8.22

The figure set out in Table 8.4 are indicative only and are intended to provide a benchmark for need assessments which Local Planning Authorities will have to prepare in line with the advice in PPS679 to inform their individual Local Development Frameworks. They will also be used as a benchmark figure for the purposes of the Annual Monitoring Report prepared by the Assembly. Specific proposals will require a specific capacity/need assessment to be undertaken using up to date figures and assumptions, based on local authority assessments. The figures in Table 8.4 will need to be kept under regular review to take into account revised assumptions and evidence. Special forms of trading (including on-line retailing) have been included in the determination of these figures, however it is anticipated that this element will change significantly over the plan period.
A “soft end use” is defined as one that is designed primarily to improve the environment often by providing a cover of vegetation. Examples include public open spaces, nature conservation and playing fields.

An appropriate supply of sites is taken to mean that the de-allocation or reallocation of a site would not result in a deficient supply of land, in either quantitative or qualitative terms, matched against the demand and requirements of the local economy.

Alternative means of incorporating employment land could include mixed-use developments, greater intensity of land use or availability of sites in adjacent authorities. Examples include mixed-use developments, greater intensity of land use or availability of sites in adjacent authorities.

Carlisle, Eden, South Lakeland (Regional Employment Land Study: Phase 1 & 2, Arup for North West Regional Assembly, April 2005)

Macclesfield, Stockport, Salford (Regional Employment Land Study: Phase 1 & 2, Arup for North West Regional Assembly, April 2005)

### 8.23

There are a significant number of outstanding comparison goods retailing planning commitments within the region, totalling over half a million m² net. This would account for 89% of the growth identified to 2010. Whilst some commitments are historic and may not necessarily be implemented, and some permissions may not support the ‘town centres first’ objectives of PPS6 and this RSS, it will be important for local planning authorities, as part of their own needs assessments, to monitor the scale of retail development permitted and how this can contribute to meeting identified needs.

### 8.24

The Trafford Centre is recognised as an important retail facility in the North West, but, within the context of Policy W5, it will not be appropriate to encourage the expansion of its floorspace in the future.

### 8.25

The NWRA will develop more regionally specific guidance on leisure development in town centres as part of a future review to address regionally specific issues for the wider range of Town Centre uses identified in PPS6.

### Policy W6 – Tourism and the Visitor Economy

Plans, strategies, proposals and schemes should seek to deliver improved economic growth and quality of life, through sustainable tourism activity in the North West. This should be in line with the principles outlined in Policy W7 and focused on:

- The regeneration of Blackpool as an International Tourism Destination, and the North West’s other coastal resorts as priority locations for major footloose81 tourism development, where tourism is a critical component of the economy;

- The regional centres of Manchester and Liverpool82, and regional city of Preston, where tourism is a contributory component of the economy.

- Chester as a heritage city of international renown where tourism is a significant component of the economy;

- Carlisle, Bolton, Birkenhead and Lancaster as destinations with emerging potential for heritage related tourism development where tourism supports and compliments their status as historic towns and cities;

- Promoting business tourism through the development of high quality conference and exhibition facilities, particularly of European significance in Manchester and national significance in Liverpool and Blackpool.

The Lake District National Park and Areas of Outstanding Natural Beauty are important tourist attractors in their own right. However the over-riding emphasis should be to ensure that the statutory purposes of the designation would not be adversely affected. Sustainable tourism activity which will strengthen and diversify the economic base within these areas, and which respects this principle, will be supported. Wherever possible, tourism development opportunities should be sought which take place in locations adjacent to the National Park and AONBs, thus spreading the economic benefit of tourism.

Tourism activity related to Regional Parks, Hadrian’s Wall and Liverpool World Heritage Sites should be promoted, within the framework set out in the relevant Management Plans.83

In rural areas, tourism development should support rural regeneration and diversification and be of an appropriate scale and be located where the environment and infrastructure can accommodate the visitor impact.

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68 A “soft end use” is defined as one that is designed primarily to improve the environment often by providing a cover of vegetation. Examples include public open spaces, nature conservation and playing fields.

69 An appropriate supply of sites is taken to mean that the de-allocation or reallocation of a site would not result in a deficient supply of land, in either quantitative or qualitative terms, matched against the demand and requirements of the local economy.

71 Carlisle, Eden, South Lakeland (Regional Employment Land Study: Phase 1 & 2, Arup for North West Regional Assembly, April 2005)

72 Macclesfield, Stockport, Salford (Regional Employment Land Study: Phase 1 & 2, Arup for North West Regional Assembly, April 2005)
Policy W7 – Principles for Tourism Development

Plans and strategies should ensure (particularly in the areas identified in Policy W6) high quality, environmentally sensitive, well-designed tourist attractions, infrastructure and hospitality services, which:

- Improve the region’s overall tourism offer, increasing the market share of attractions;
- Meet the needs of a diverse range of people;
- Support the provision of distinct tourism resources that harness the potential of sites and their natural attributes, including built heritage and cultural facilities;
- Encourage and facilitate regeneration;
- Promote facilities which will extend the existing visitor season;
- Harness the potential of sport and recreation, particularly the role of major sporting events;
- Improve the public realm;
- Are viable in market and financial terms;
- Help to relieve pressure on locations vulnerable to the impacts of climate change;
- Respect the environmental sensitivity of the coast, particularly the undeveloped coast (EMS);
- Promote eco-tourism in areas of high natural value in a way that minimises any adverse effect on the natural assets that visitors seek to experience.

The maintenance and enhancement of existing tourism development will be supported, providing that improvement, intensification and expansion proposals meet environmental and other development control criteria.

8.26

Improving the tourism offer in the North West is not simply about increasing the quantity of visitor attractions. The region must improve the overall quality of its offer to compete effectively, not just with other parts of the UK, but increasingly with international markets.

8.27

Whilst the benefits of tourism and the ‘visitor economy’ are numerous (the visitor economy is worth £7 billion per annum to the region and supports an estimated 40,000 jobs) there are potential impacts which must be managed successfully if tourism is to have a positive benefit. The impact of visitors on the environment, on transport infrastructure and on access to local services and facilities could be significant if left unmanaged. Ensuring environmental conservation and the long-term sustainability of both attractions and a tourism-dominated economy must be a priority.

8.28

In developing the region’s business tourism offer the vision is for Manchester to become one of the most important convention and exhibition centres in Europe with Liverpool and Blackpool having the potential to become centres of national significance. Chester, Carlisle, Preston and Southport also have strong conference and exhibition potential which will be important in attracting ‘business tourists’ to the region.

8.29

Sport and recreation also have a key role to play. The British Open Golf Championship being hosted at Royal Liverpool in 2006 and Royal Birkdale in 2008 will attract a significant amount of tourism to the region. The legacy of success left by the Commonwealth Games in Manchester in 2002, provides the opportunity for further events in the region. The Major Events Strategy provides a framework in which the value of sporting, and other events, to the region’s economy can be developed.

8.30

The development of new tourism opportunities, including eco-tourism associated with the North West’s rich and diverse wildlife, will be important in extending the existing visitor season.

8.31

Climate change will affect the visitor economy of the region. Of particular importance, some of the key natural attractions in the region are vulnerable to impacts of climate change. It is crucial that these impacts are assessed to allow for early action to be taken to ensure the continued sustainable use of these resources. In addition, new developments will need to consider the provision of adequate infrastructure to take account of likely changes in climate.

8.32

The opportunity exists to capitalise upon links between tourist attractions in the North West and its surrounding regions, particularly in the Yorkshire Dales and Peak District National Parks, North Pennines Area of Outstanding Natural Beauty (AONB), with the North East through joint work being undertaken on Hadrian’s Wall, and coastal resorts in North East Wales.

Policy W8 – Regional Casinos

Plans and strategies should reflect Blackpool’s position as the priority location for regional casino development in the North West and should not promote other regional casino proposals or schemes in other parts of the North West, pending the implementation of a regional casino in Blackpool. They should also provide for the development of a casino cluster in Blackpool’s resort core.

To maximise regeneration and other relevant benefits, the regional centres of Manchester and Liverpool are identified as the broad locations for subsequent regional casino development.

73 St Helens and Knowsley (Regional Employment Land Study: Phase 1 & 2, Arup for North West Regional Assembly, April 2005)
74 Wyre, South Ribble, Preston and Pendle (Regional Employment Land Study: Phase 1 & 2, Arup for North West Regional Assembly, April 2005)
75 Comparison retailing is the provision of items not purchased on a frequent basis (e.g. clothing, footwear, household goods) (PPS6, ODPM, March 2005)
76 Large-scale extensions are defined as being over 2,500m² net floorspace
77 Town Centre Assessment Study, White Young Green Planning for North West Regional Assembly, June 2005
78 Convenience retailing is the provision of everyday essential items (e.g. food, drinks, newspapers) (PPS6, ODPM, March 2005)
79 For the purposes of this assessment a Mid Mersey area was defined as being the area including Wigan, Warrington, Halton and St Helens. Table 9.1 setting out the distribution of housing figures refers to the Mid Mersey area as being that including St Helen, Halton and Warrington
8.33

Blackpool is identified as the priority location for regional casino development. Opportunities for casinos in other locations should only be considered once the resort’s own casino development is completed and operating at a viable level.

8.34

Research\(^92\) into market demand for regional casinos in the North West explored their potential economic, tourism and regeneration benefits. Although this ranks Blackpool alongside Manchester in terms of economic, tourism and regeneration benefits, with Liverpool in third position, Blackpool is deemed to have a stronger case because its local economy is less buoyant and diverse than that of Manchester. Casino development, including the development of a ‘casino cluster’, will be central to its renaissance, as set out in the Blackpool Masterplan\(^94\) and will support the objective of developing the resort as an entertainment centre.

8.35

The regional centres of Manchester and Liverpool have more diverse local economies and, although regional casinos have a role to play here, they are likely to be introduced as part of a wider strategy for growth and development.

8.36

The Government has established an Independent Advisory Panel to provide advice on the location of the single pilot regional casino. Legislation\(^95\) also establishes provisions for both large and small casinos. A pilot phase has also been announced to create eight large and eight small casinos across the UK. The Independent Advisory Panel will also advise on the locations of large and small casinos.

8.37

The research did not consider the social impacts connected with the development of casino facilities, but recognised that they remain an underlying consideration to be addressed in evaluating the pilot regional casino operation.

8.38

The social impacts of casino development, particularly health issues, could be significant. For this reason it is important that relevant Impact Assessments are carried out on proposals and schemes for casino development. This should include the consideration of the cumulative impacts of casino development.
9. Living in the North West – Ensuring a Strong, Healthy and Just Society

9.1 Building sustainable communities and achieving urban and rural regeneration in the North West is a regional priority. This will require the careful management and co-ordination of efforts from a range of public service providers and the private sector to actively promote the regeneration of the region’s city regions, towns, and rural areas by:

- reviving local economies, including industrial restructuring;
- ensuring the delivery of decent services – housing, education and training, health & social care, and public transport;
- ensuring provision of decent facilities – to encourage sport, physical activity and healthy living;
- promoting strong and viable centres;
- encouraging leadership, joint working practices, community consultation and engagement;
- promoting social inclusion, community cohesion and equality by taking into account economic, environmental, social and cultural implications on communities;
- provision of high quality affordable housing for future generations in mixed and sustainable communities;
- improving the built, natural environment and providing green infrastructure;
- improving the health of the regions population and achieving a reduction in health inequalities; and
- considering the spatial planning considerations relating to crime and community safety.

9.2 Many of these issues are dealt with elsewhere in this RSS. This chapter concentrates on community-based issues, particularly the spatial implications for health and education; and of creating more decent quality, affordable homes in sustainable locations that make good use of development land, so as to meet the needs of the region’s economic growth and increasing number of households.

9.3 Local Authorities and other organisations should give a high priority to the development and improvement of infrastructure and services, which is accessible to all the community. Particular attention should be given to areas where social inclusion is being tackled by initiatives to address lack of employment opportunities (see Working chapter) and poor access to local services (including health, education and training opportunities). Many communities especially in rural areas, however prosperous, are experiencing a decline in local facilities and services with disabled, younger or older people and those without access to a car being most affected. To maintain viable and sustainable rural communities it is essential to halt the continuing loss of commercial and public sector services, local employment, population, income and social and community services. Many of the problems associated with lack of access are often more acute within the sparse rural areas. Innovative ways of maintaining or re-introducing local services in centres of town and villages, that are identified as being deficient or vulnerable to decline should be promoted (see Regional Development Framework chapter).

Policy L1 – Health and Education Services Provision

Plans, strategies, proposals and schemes (including those of education, training and health service providers) should ensure that there is provision for all members of the community (including older people and black & minority ethnic population) to:

- The full spectrum of education, training and skills provision, ranging from pre-school facilities, through schools, to further and higher education and to continuing education facilities and work-related training; and
- Health facilities ranging from hospitals down to locally based community health facilities.

In doing so they must take account of accessibility, views of the local community (including service users) and an assessment of demographic, educational, skills & training and health needs.

Particular attention should be given to improving access to and addressing spatial disparities in service and facilities provision, in areas which have the greatest needs, or where communities or the local economy are poorly served.

Proposals and schemes, for all major developments and regeneration schemes, and especially for housing, employment or mixed uses, should incorporate appropriate health, education and training provision from the outset.

85 Historic Towns and Cities in England’s Northwest, Northwest Regional Development Agency, October 2005
88 Major Event Strategy, Northwest Regional Development Agency, March 2004
89 The Yorkshire Dales National Park falls partially within the administrative boundary of the North West region. However for the purposes of Regional Spatial Strategy preparation it is covered by the Yorkshire and Humber Spatial Strategy – RSS12
9.5
Health and education are frequently not considered to be traditional issues for consideration during land use planning. The spatial planning agenda, however, stresses the need for local authorities to take them into full account within their plans, strategies and programmes, making use of appraisal tools like health impact assessments.

9.6
RSS policy on health and education service provision is concerned with the need to make these services accessible to everyone in the region. The quality of life of the regions population will be improved through good access to health facilities – one aspect of tackling inequalities. Good access to education and training will empower individuals and provide a more skilled workforce to meet the demands of local businesses (also see Policy W2). As well as ensuring social inclusion, this policy aims to support North West educational institutions and encourage the retention of students and staff for the benefit of the regional economy. Issues of access become increasingly relevant when more specific health and education issues are considered, for example:

- the location of specialist provision;
- the travel to work patterns of educational and health professionals;
- the location of student accommodation;
- provision of services for people in disadvantaged groups, including older people, black & minority ethnic (BME) communities, and rural communities;
- the demands of different economic sectors; and
- provision of services to serve areas of greatest need.

9.7
The Government’s specific objectives for housing are set out in PPG3 (and accompanying guidance)\(^{105}\) (and the recently issued Draft PPS3\(^{106}\)) and include the aims of providing sufficient housing, creating and sustaining mixed communities and meeting local housing needs. Emphasis is placed on a ‘plan, monitor and manage approach’ to housing provision. At the regional level future policies on housing are to be influenced by the Regional Housing Strategy,\(^{107}\) which sets out strategic regional priorities and linkages between RSS policies and the Regional Economic Strategy. In line with Draft PPS3, there is a need to develop an understanding of housing markets at sub regional and local level in order to inform preparation of plans and strategies.

Policy L2 – Understanding Housing Markets

Local Authorities should develop an understanding of local and sub-regional housing markets by undertaking Sub Regional Housing Market Assessments, in order to adopt a concerted and comprehensive approach to:

- Influence housing supply across all types, sizes, tenures and values;
- Improve the quality of the Region’s housing stock;
- Support housing market restructuring and renewal;
- Overcome increasing issues of affordability; and
- Ensure the needs of the wider population are met, including ageing population, and black and minority ethnic (BME) communities.

This will be especially important for housing markets in the following locations:

(a) Housing Market Renewal Initiative Pathfinder Areas
    - New Heartlands (Liverpool, Sefton and Wirral);
    - Manchester and Salford;
    - Oldham and Rochdale;
    - Elevate (Blackburn with Darwen, Burnley, Hyndburn, Pendle and Rossendale);

(b) West Cumbria and Furness;

(c) Lancashire Coastal Towns of Blackpool / Fleetwood and Morecambe;

(d) Other urban areas in the Manchester & Fleetwood and
    Morecambe;

(e) In areas of high demand, especially those identified in
    Policy L5, (including the Lake District National Park), where
    affordability issues are unbalancing local communities, due
    to high prices and low wages and/or the adverse effects
    of second homes.

9.8
In line with Draft PPS3, sub regional housing market assessments should be undertaken regularly by groups of local authorities, working in partnership with the North West Regional Assembly, the house building industry and other interested parties (such as rural housing enablers). These will integrate existing and new studies into all aspects of housing needs, housing market assessment, existing housing stock condition, the availability of land for development and related issues. It will allow the collection of detailed information which can be used to inform policy relating to the management, renewal and regeneration of the existing housing stock, its renewal and regeneration and the building of new homes, including affordable housing and stock that meets specific local needs. Where appropriate these assessments should include joint work with adjoining Local Authorities and other stakeholders in other regions (eg North East Wales, North Staffordshire etc.). In some circumstances, especially in rural areas, it may be necessary to undertake further more detailed local survey work to assess particular needs.

9.9
Regular housing assessments, must be accompanied by a continuous process of monitoring housing market trends and drivers. This should provide a basis for adjusting policy and management approaches at both local and regional level, as the impacts of current policies and changing market trends are understood.
Demographic trends will mean considerable increases in the proportion of older people by 2021. Coupled with the complexity associated with changing lifestyle and housing aspirations, this means that there is a need for:

- housing that more flexibly meets lifestyle changes;
- more variation in the housing offer to reflect the changing nature of household size and need; and
- specialist provision such as extra care homes.

There is also the requirement to assess the housing needs of gypsies and travellers in the Region. In this respect, the Assembly, in partnership with the Regional Housing Board, is proposing to undertake research on the future requirements of gypsies and travellers, in order to inform a future review of both RSS and the Regional Housing Strategy.

**Policy L3 – Existing Housing Stock and Housing Renewal**

Plans and strategies, particularly in the locations identified in Policy L2, should:

- Respond to any need to substantially restructure local housing markets;
- Take account of and understand housing markets;
- Manage the delivery of new build and its impacts on the existing housing stock; and
- Where appropriate make the best use of the existing stock.

Plans and strategies should designate areas, where necessary, for comprehensive regeneration as part of a broader course of action to regenerate local communities, reduce health inequalities, improve the sustainability and resource efficiency of the housing stock and its local environmental quality and increase numbers of and access to local jobs and services. The approach to be adopted, whether clearance, or renewal and refurbishment, or a mix of these, will depend on local circumstances.

Plans and strategies for comprehensive regeneration should:

- involve and engage the local community in determining the future of its area;
- include a prior evaluation of the environmental, economic, social and cultural impacts of the way any proposed clearance and after-uses will affect the surrounding area and the local community; and
- incorporate a fully resourced action plan for implementing strategies of housing renewal and after-uses.

One of the biggest problems facing the North West is the condition of some of its existing housing stock and the subsequent need to restructure housing markets in certain areas. This is now being tackled in line with the Sustainable Communities Plan, Northern Way Growth Strategy, the Regional Housing Strategy and the Housing Market Renewal Pathfinder Initiative.

The challenge in these areas, and elsewhere in the North West, is to ensure that the right mix of housing stock, – in terms of type, size and tenure, – is available to meet the needs and aspirations of residents (including BME communities), and to create the kind of communities and neighbourhoods where people actually want to live, while at the same time ensuring that the region’s economic growth is supported in a sustainable way.

Whilst existing stock will be retained and refurbished wherever possible and appropriate, there may be a need for housing clearance in areas where it is:

- unfit to inhabit;
- beyond economic repair;
- life expired and unsuitable for modern living;
- in areas of extremely low demand; or
- where clearance is necessary to assist the local housing market or overall improvement or regeneration of the area.

Based on information supplied by local authorities it is estimated that at least 50,000 dwellings will be cleared in the period up to 2021. These categories may include older housing that has been renovated since the 1960s and public sector or RSL housing (properties owned by Registered Social Housing landlords) constructed more recently.

In addressing clearance, local planning authorities will need to take account of local circumstances and distinctiveness, and the likely implications for the provision of future housing land should be assessed as part of the ongoing monitoring and review of RSS, regional and local housing strategies and Local Development Frameworks. It should also be considered whether properties need necessarily be replaced on a one-for-one basis.
9.17

In addition to new build and conversion activity, the opportunity exists to make better use of existing housing stock. Local authorities are encouraged to take a positive, coordinated approach towards dealing with under used housing stock, for example by identifying vacant and underused properties as part of their urban potential studies and introducing empty property strategies to help bring them back into full use. The domestic sector accounts for nearly 30% of greenhouse gas emissions resulting from energy use. If this is to be reduced, then high standards of energy efficiency in new and existing housing is crucial, and other measures, such as microgeneration of energy from renewable sources on residential property should be encouraged (see policy EM13). In addition, the predicted changing climatic conditions mean that climate proofing of new and existing dwellings, using future climate change data will also be important to ensure that the provision of housing stock is fit for purpose.

Policy L4 – Regional Housing Provision

Local Authorities should monitor and manage the availability of land released in plans and strategies and through development control decisions on proposals and schemes, to achieve as a maximum the housing provision (net of clearance replacement) set out in Table 9.1.

In doing so they should:
- Work in partnership with developers and other housing providers to address the housing requirements (including local needs and affordable housing needs) of different groups, (for example students, older people, black & minority ethnic communities, families with children) to ensure the construction of a mix of appropriate house types, sizes, tenures and prices, in line with policies L2, L3 and L5;
- Ensure that all new homes are built to “Lifetime Homes” and “Code for Sustainable Homes” standards;
- Ensure that new housing development does not result in an adverse cumulative impact upon the existing housing stock and market in the:
  - (a) immediate neighbourhood,
  - (b) elsewhere in the district,
  - (c) adjoining districts and housing market areas,
  - (d) Housing Market Renewal Pathfinder areas and other areas subject to changing market demand;
- Use the results of up-to-date sub regional housing assessments and Urban Potential Studies, prepared in accordance with the guidance in the regional methodology “Exploring Urban Potential for Housing”, to inform the allocation of and development control decisions upon specific sites;
- Allow for clearance replacement to reflect local circumstances, as a mechanism for the recreation of viable and sustainable neighbourhoods;
- Introduce phasing policies which secure the orderly and managed release of housing land over the period of the plan in line with the sequential approach set out in Policy DP1, taking into account the need for co-ordinated provision of necessary infrastructure and the overall availability of land for housing;
- Ensure that the transport network can accommodate additional demand generated by new housing; and
- Minimise the amount of land needed for new housing by:
  - (a) maximising the re-use of vacant and under-used brownfield land and buildings (including conversions to residential use and sub-division of existing dwellings) in line with Policy DP1 and indicative targets set out in Table 9.1;
  - (b) bringing about a reduction in vacancy rates to 3% in the existing dwelling stock, through the increased re-use of suitable vacant housing, especially in West Cumbria & Furness, East Lancashire and parts of the Manchester and Liverpool City Regions.

9.18

The scale of housing provision and its distribution seeks to support the economic growth of the North West in line with the overall aspirations of the Regional Economic Strategy and the Regional Housing Strategy. In doing so, it seeks to focus development in those locations, which are the key future economic drivers of the regions economy, whilst also taking account of:
- regional development framework, sub regional policies and sustainable development principles embedded within RSS;
- impacts of economic growth scenarios on household growth and its distribution across the NW;
- need to address regional and sub regional disparities;
- future supply constraints;
- impact on existing housing markets and stock especially in those areas identified in Policy L3;
- need to support regeneration;
- need to provide affordable housing; and
- need to sustain rural communities.

In this respect the majority of new housing will be located in the 3 City Regions.

9.19

The recommended distribution of housing provision between different parts of the North West (Table 9.1), reflects RSS and Regional Housing Strategy objectives, regional development framework and sub regional policies within RSS and takes account of the various strategic priorities and functional linkages, described below, that should be focused upon, in each area. Clearly, housing market characteristics and conditions cannot be precisely or uniformly pinpointed to particular districts and these priorities are not necessarily the only issues that apply in each area.

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99 Spatial planning can contribute towards tackling health inequalities by a wide range of policy interventions covering economic development, regeneration, retailing, leisure, education & skills, housing, environment and transport – see "Technical Advisory Paper on NW Regional Spatial Strategy & Health." Pearl, Department of Civic Design, University of Liverpool, 2004
101 There are currently 16 prison establishments in the North West provided in accordance with the provisions of Prison Act 1952
102 Circular 3/98: Planning for Future Prison Development
103 In terms of poverty, deprivation, health and education inequalities, rural service provision
104 including Children’s Centres and SureStart Initiatives
(a) Manchester / Salford and Liverpool / Knowsley – provision of sufficient new residential development to support the role of the Regional Centres and inner city areas, including those parts involved in the Government’s Housing Market Renewal Programme’s Pathfinder initiative (including replacement and renewal of housing stock), as priority areas for economic growth and regeneration.

(b) Pennine Manchester, Central East Lancashire and East Lancashire – support for potential economic growth and regeneration, particularly in Housing Market Renewal Pathfinder areas; including replacement and renewal of housing stock and, where appropriate, the development of a wider range of housing types (including high quality market housing). This should be achieved while ensuring

<table>
<thead>
<tr>
<th>Table 9.1 – Distribution of Regional Housing Provision 2003-2021</th>
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<tr>
<td><strong>Total Maximum Housing Provision 2003 – 2021</strong></td>
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<tr>
<td>(Net of clearance replacement)</td>
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<tr>
<td>NORTH WEST</td>
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</tbody>
</table>

Manchester / Salford

Manchester | 63,000 | 3,500 | At least 90% |
Salford | 28,800 | 1,600 |

Pennine Manchester

Oldham | 7,200 | 400 |
Rochdale | 7,200 | 400 | At least 80% |
Tameside | 13,500 | 750 |

Southern Manchester / North East Cheshire

Stockport | 8,100 | 450 |
Trafford | 7,740 | 430 |
Congleton | 5,400 | 300 | At least 80% |
Macclesfield | 7,200 | 400 |
Vale Royal | 9,000 | 500 |

Northern Manchester

Bolton | 9,200 | 511 |
Bury | 10,800 | 600 | At least 80% |
Wigan | 16,200 | 900 |

Liverpool / Knowsley

Knowsley | 8,100 | 450 | At least 90% |
Liverpool | 35,100 | 1,950 |

Mid Mersey

Halton | 9,000 | 500 |
St Helens | 10,260 | 570 | At least 80% |
Warrington | 6,840 | 380 |

Wirral

Wirral | 4,500 | 250 | At least 80% |

South West Lancashire

Sefton | 9,000 | 500 | At least 80% |
West Lancashire | 5,400 | 300 |
that local and affordable housing needs can be met elsewhere.

(c) Southern Manchester / North East Cheshire – continued restraint will be necessary, limiting housing provision to that which meets local and affordable housing needs, plus a limited amount of general market housing (in sustainable locations which are well served by public transport) to support agreed local regeneration strategies. Within Macclesfield and Congleton, this development should take place within the context of the economic and social linkages with both the rest of the Manchester City Region and also the Potteries and the North Staffordshire Housing Market Renewal Pathfinder.

(d) Northern Manchester, Mid Mersey and Greater Preston – provision of sufficient new residential development to support the potential for economic growth and local regeneration strategies (including replacement and renewal of housing stock), a wider range of general and high quality market housing (in sustainable locations which are well served by public transport), while at the same time...
ensuring the ability to meet local needs and requirements for affordable housing. In Warrington the focus will be on continued restraint, limiting housing provision to that which meets local and affordable housing needs, plus a limited amount of general market housing to support agreed local regeneration strategies.

(e) South West Lancashire – continued restraint, limiting housing provision to that which meets local and affordable housing needs, especially in Ormskirk \ Burscough and the northern part of Sefton; plus a limited amount of general market housing (in sustainable locations which are well served by public transport) to support agreed local regeneration strategies in Skelmersdale. In the southern part of Sefton the focus will be on providing sufficient new residential development to support inner areas as a priority area for economic growth and regeneration and Housing Market Renewal Initiative Pathfinder activity.

(f) Wirral – provision of sufficient new residential development in the eastern part of the district to support the inner areas as a priority for economic growth and regeneration, including via the Housing Market Renewal Pathfinder scheme (including replacement and renewal of housing stock). Elsewhere in the Wirral the focus will be on continued restraint, limiting provision to that which meets local and affordable housing needs.

(g) Fylde Peninsula – support for regeneration (including replacement and renewal of housing stock) and the potential for economic growth in Blackpool and Fleetwood, while ensuring that local and affordable housing needs can be met elsewhere in the Fylde Peninsula.

(h) West Cumbria and Furness – provision of sufficient new residential development to support housing market restructuring and regeneration (including replacement and renewal of housing stock), while ensuring that local and affordable housing needs of rural communities can be met elsewhere in West Cumbria and Furness.

(i) Lakes & Morecambe Bay – continued provision of housing to meet local and affordable housing needs of the area’s communities, by delivering a choice of properties to suit the local population and workforce. However there will be continued restraint on general market housing except where it supports regeneration priorities and satisfies agreed community priorities, especially within Morecambe and the Furness Peninsula part of South Lakeland, in and around Ulverston. Housing in the Lake District National Park must be developed in keeping with the scale and type that has been identified as appropriate to the area’s strict requirements on meeting identified local and affordable needs of the locality.

(j) North Cumbria – provision of sufficient new residential development to support the economic growth and regeneration of Carlisle, while ensuring that the local and affordable housing needs of rural communities can be met elsewhere.

(k) South Cheshire – provision of housing to meet local and affordable needs, plus a limited amount of general market housing (in sustainable locations which are well served by public transport) to support agreed local regeneration strategies, and the role of Crewe as a key regional town and gateway to the North West. All development should take place within the context of the economic and social links with the Manchester City Region, West Cheshire, the Potteries and the North Staffordshire Housing Market Renewal Pathfinder scheme.

(l) West Cheshire – provision of sufficient new residential development to support the economic growth of Chester and regeneration of Ellesmere Port, while ensuring that local and affordable housing needs can still be met. All this development should take place within the context of the significant economic and social links that exist with North East Wales and the Liverpool City Region.

9.20

The release of brownfield and underdeveloped sites should be carried out in phases, in line with the Government’s recommended approach of ‘Plan, Monitor and Manage’\(^{116}\). Local authorities should manage their allocation of land and granting of planning permissions so as to achieve, as closely as possible, the figures shown in Table 9.1, which represent a maximum housing provision over the period 2003 to 2021, excluding any clearance replacement. These are average annual figures to be achieved during the overall period covered by this RSS, from 2003 to 2021 rather than an absolute annual target. Some areas will achieve lower levels in the early years, for example during major housing renewal, which will be compensated later. In other areas, the figures may initially be higher than the average as existing planning permissions are put into practice. It is important to ensure that a range of house types, sizes, tenures and prices, which address the housing requirements (including local needs and affordable housing needs), of different groups in the community, whilst making the best use of available land. To achieve this it will be important to build housing at appropriate densities taking account of local circumstances and also the requirements of Annex C of Draft PPS3.

9.21

The location of housing will be determined through the Local Development Framework process, using a sequential approach taken to development form in line with DP1. Land supply management should be developed in line with results of sub regional housing assessments, an assessment of existing housing provision and the potential of urban areas to accommodate more. Local Planning Authorities should take the following guiding principles into account when deciding how development should be phased:

- Phasing will be based on the Local Development Framework process; sites should not be released on a short-term or ad hoc basis but with regard to the overall timescale involved, in line with Draft PPS3;
- New housing should be located so as to prioritise the re-use of brownfield land and buildings within existing urban areas that are accessible by a choice of transport methods in line with DP1 and W4. Local authorities should be aware of the policy framework and potential provision of housing land.

\(^{116}\) Advice on the application of phasing as a means of managing the release of housing sites for development is available in the Good Practice Guide, Planning to Deliver published by DTiR in July 2001.
that exists in adjoining areas. A consistent approach across the sub region will ensure that an early release of land in one district does not undermine urban renaissance in another.

9.22
Where housing market areas cross administrative boundaries, or where major disparity in levels of previously developed land exist between neighbouring authorities, cooperation and joint working will be necessary to ensure that sites are released, in a way that supports sustainable patterns of development. The Local Planning Authorities involved should take care not to either pursue Local Development Framework allocations or else grant planning permissions that result in over provision and early release of land in one district to the detriment of urban renaissance either in the same district or in other Local Authority areas. Where a particular district has insufficient, sustainable sites that match the above criteria to meet their target, they should consider working with their neighbours to find ways of meeting the balance elsewhere in the sub region.

Policy L5 – Affordable Housing

Plans and strategies should set out requirements for affordable housing117, and the location, size and types of development to which these requirements apply. They should set quotas and thresholds for affordable housing provision along with an indication of the type, size and tenure of affordable housing required, which should be supported by evidence from sub regional housing market assessments undertaken in line with Policy L2 and Draft PPS3.

It is anticipated that the greatest need will be in the following areas: North Cumbria, Lakes & Morecambe Bay, West Cheshire, South Cheshire, Wirral, South Wirral, Warrington and the southern part of Manchester City Region; South West Lancashire, western parts of Wirral, southern part of Greater Preston, parts of the Fylde Peninsula and Ribble Valley.

Plans and strategies should set out a range of delivery mechanisms to secure the provision of affordable housing. Local authorities should consider all or some of the following where appropriate:

- Making the most of publicly owned land;
- Making the most of existing housing stock;
- In line with Policy W4, permitting the conversion of buildings in sustainable locations to residential use (including as part of mixed use schemes), particularly where commercial premises which are vacant or under-used and offer no long term potential or viable contribution to the local economy;
- Encouraging employers to provide housing for their key workers;
- Ensuring that wherever possible (and subject to continuing evidence), that property remains affordable and available in perpetuity.

9.23
The affordability of housing is established by taking into account the ratio between income levels and house prices or rents119. To a greater or lesser extent, there is a shortage of supply of affordable housing in all parts of the North West120, and certain issues are relevant to both rural and urban areas, not least the need to maintain sustainable, balanced communities. Additionally in some locations affordability needs are compounded by low wage levels, which inhibit access to the housing market. The holistic approach necessary to address the problems caused by this shortage is considered in more detail in the Regional Housing Strategy121, whilst action to tackle the low wage economy of some areas is tackled by both the economic policies of this RSS and the Regional Economic Strategy

9.24
Using the results of up to date sub regional housing market assessments and local studies where appropriate, local authorities must address the need for more affordable housing and identify the methods by which they will aim to introduce an element of affordable housing into all residential and mixed use development schemes, ensuring long term provision and availability in perpetuity, which may include the need to set conditions relating to occupancy.

9.25
For monitoring purposes, in line with current practice, all affordable housing constructed (including that built on ‘rural exceptions sites’) will count towards an individual districts housing provision figures set out in Table 9.1.

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118 For consistency in the use of terminology, the areas are identified using the descriptions of the clusters of districts identified in Table 9.1
119 A more detailed and reliable picture can be obtained by mapping lower quartile incomes to lower quartile house prices
120 Table 4.11 Appendix 4 – “North West Household Growth Estimates Study” prepared by Nathaniel Lichfield & Partners for North West Regional Assembly, 2005
121 Priority 2 of “The North West Regional Housing Strategy 2005” North West Regional Housing Board, 2005
10. Transport in the North West – Connecting People and Places

10.1
Substantial investment over the last 50 years, particularly in highway construction, has created a high quality network of transport links across much of the North West and with other regions. Following completion of the West Coast Main Line upgrade and the fleet replacement programme currently being progressed by First TransPennine Express, much of the region is now benefiting from significantly improved rail services to the rest of Great Britain. However, the quality of many local services and infrastructure leaves much to be desired, and congestion on some rail routes, both in terms of the number of trains and passengers, is now a serious concern. On parts of the motorway network, worsening journey time reliability is a major problem, particularly for business and industry, and in urban areas, congestion is reducing the reliability of road-based public transport. Elsewhere, the main issues relate to road safety and the environmental and social impact of traffic in towns, villages and the wider countryside.

10.2
The RTS supports the vision and objectives of RSS by concentrating on the development of better transport links within the region, and between the North West and other parts of the UK, Ireland, mainland Europe and beyond. It aims to do this by significantly improving the quality and provision of public transport and by promoting a more structured approach to managing and selectively improving the region’s highway network. In doing so, the RTS aligns itself with the RES objective to develop the North West’s strategic transport, communications and economic infrastructure, and with the policy priorities of the Northern Way Growth Strategy, particularly in terms of improving road and rail access to the North of England’s main ports and airports and creating better integrated public transport services within and between City Regions. The RTS also advocates policies and proposals which should contribute to reducing greenhouse gas emissions from the transport sector. Local authorities, the Highways Agency, the rail industry and other transport providers will need to work together to ensure that all of the region’s transport networks are planned, managed, operated and improved in an integrated context.

Policy RT1 – The Regional Public Transport Framework
The Public Transport Framework set out in Appendix RT1.1 provides the basis for a consistent approach to the development of a high quality, integrated public transport network for the region. Similar frameworks should be developed for sub-regional and local networks.

Plans and strategies should aim to reduce overcrowding in the key regional public transport corridors identified in Appendix RT1.1 and to maintain and improve links which support the delivery of wider economic development and regeneration objectives.

Networks of effective transport interchanges should be developed to improve integration within and between modes and to enhance the accessibility of the regional towns and cities identified in the Settlement Hierarchy (Table 7.1). In rural areas, priority should be given to providing access from rural hinterlands to regional towns and cities and key service centres.

Plans and strategies for improving public transport services and infrastructure should be implemented in partnership with relevant operators and should give priority to improving personal safety and security. Proposals and schemes to enhance bus services in the regional corridors identified in Appendix RT1.1 should include priority measures to improve journey time reliability. Interchange improvements should be supported by better information provision, marketing and integrated ticketing.

Public, community and demand responsive transport networks should be developed which link employment, education and training opportunities with areas of need.

10.3
Opportunities for the physical expansion of public transport, especially with regards to heavy and light rail, are restricted by the high cost of providing new infrastructure, and the limited funding available for local bus services. Furthermore, the significant improvements in public transport provision necessary to support the Regional Spatial Strategy will not be fully achieved unless the critical issues of regulation and revenue support are addressed. As a result, the policy concentrates on making best use of existing resources to ensure that corridors which connect city regions and those that provide links within them continue to function effectively and are improved in such a way as to make public transport a viable and attractive alternative to the private car. As overcrowding is already an issue on a number of the rail and bus routes that serve the regional centres of Manchester/Salford and Liverpool, local transport authorities should work with bus operators and train operating companies to ensure that passenger capacity is increased where required.

10.4
Sub-regional and local public transport frameworks should complement the regional framework identified in this policy and ensure access to jobs and services in line with the Department for Transport’s “Guidance on Accessibility in Local Transport Plans.” Effective interchange both within and between modes is essential, and can be achieved through improvements to the quality and attractiveness of bus and rail interchanges, introducing measures such as through-ticketing and providing better information to make journeys easier to plan. Local authorities should therefore work in partnership with operators to deliver improvements to the public transport network including addressing issues of personal safety and security, and, where practicable, the promotion of solutions to reduce the impact of public transport on the environment. If this does not prove to be possible, local authorities should seek to introduce bus quality contracts and to engage with government and the rail industry to deliver the greatest benefit to passengers through the rail refranchising process. Targeted marketing initiatives should also be used to attract people to public transport, especially once improvements have been made.

122 Guidance on Accessibility in Local Transport Plans, Department for Transport, December, 2004
10.5
Community and demand responsive transport has an important role to play in improving access to employment, services and facilities. This is particularly so in rural areas where traditional commercial bus services are less likely to be financially viable and revenue support opportunities are limited.

Policy RT2 – Management and Maintenance of the Highway Network

The Functional Road Hierarchy set out in Appendix RT2.1 and shown on Diagram RT2.1 identifies those routes which comprise the Regional Highway Network and provides a framework for the management and maintenance of the Regional Highway Network. Local authorities should extend the concept to sub-regional and local highway networks.

The Highways Agency and local highway authorities should make best use of existing infrastructure through the development of Route Management Plans for all routes in the Regional Highway Network. In the Manchester City Region, network and demand management measures should be used to improve journey time reliability on the M6, M56, M60 and M62 motorways.

Plans and strategies for managing and maintaining the highway network should give a high priority to improving transport safety and security. In particular, highway authorities should develop and implement a consistent approach to speed management, including the adoption of an area-wide approach and the determination of appropriate speed limits by function, standard and environmental context. The harmonisation of speed limits across highway authority boundaries should be considered to achieve consistency on routes of similar function and standard.

In the regional centres and regional towns and cities identified in the Settlement Hierarchy (Table 7.1), local authorities should develop an integrated approach to managing travel demand which focuses on the need to reduce the proportion of carborne commuting and education trips made during peak periods. Pre-conditions for when the introduction of demand management measures will become necessary should be defined in local transport plans. The effective reallocation of road space in favour of public transport, pedestrians and cyclists should be considered alongside parking controls and other fiscal measures.

In rural areas, plans and strategies for managing traffic should focus on protecting the local environment, including maintaining the tranquility of the countryside, and improving local air quality, with traffic encouraged to use the most appropriate routes wherever possible. Where safety is not compromised, highway engineering measures should reflect the character of the local countryside, including landscape and conservation.

10.6
Application of the Functional Road Hierarchy concept to sub-regional and local road networks should help to ensure a consistent approach to highway management and maintenance across the Region, and provide a framework through which local authorities can develop their role as a network operator. Networks of sub-regional importance should be identified in Local Transport Plans. In defining such networks, local authorities will need to take account of the environmental and social impacts of road freight transport. Routes of less than sub-regional importance should not form part of the Primary Route Network.

10.7
Route Management Plans should be prepared in accordance with separate guidance to be developed by the NWRA. Where a particular route is the responsibility of more than one highway authority, a single Route Management Plan should be developed and a consistent approach to management and maintenance agreed. Proposals for major improvements should only be identified in Route Management Plans following an examination of all practical alternative solutions to a particular problem. New construction and maintenance should maximize use of secondary and recycled aggregates in line with Policy EM9.
10.8
While good progress has been made in the North West towards the 2010 casualty reduction targets for killed and seriously injured (KSI) compared with the 1994 to 1998 average, road traffic collisions remain one of the principal causes of injury and loss of life in the region, affecting pedestrians and cyclists as well as drivers, passengers and motorcyclists. The majority of children killed or seriously injured on the region’s roads are either pedestrians or cyclists hit by vehicles travelling at speed. Road traffic collisions have consequences for health service resources, particularly in terms of hospital treatment costs, the demand for beds and the cost of attendance by the emergency services. Furthermore, delays arising from additional congestion and disruption can have an adverse impact on the economy. It is important, therefore, that road safety considerations are taken into account in regional transport planning, particularly those relating to issues such as the observance of speed limits and inappropriate speed, which can be of benefit for all road users.

10.9
Congestion on the highway network occurs mainly during peak periods, which are becoming increasingly longer. Travel in the North West tends to be over reliant on the private car, particularly for journeys to and from work and educational establishments, with the dispersed patterns of development that have taken place in recent years contributing to an increase in the number and length of journeys undertaken. Around 20% of vehicles on the road during the morning peak period are associated with the ‘School Run’. Integrated strategies therefore need to be developed to manage demand in the most sustainable way, including the use of parking controls (Policy RT6) and enhancement of the public transport, pedestrian and cycling networks (Policies RT1 and RT7). Account will need to be taken of any likely impact on neighbouring areas, for example, the possible diversion of traffic away from city and town centres to out-of-town developments. Pre-conditions for the introduction of demand management measures could, for example, include breaches of air quality limits, bus reliability indicators or increases in travel times.

10.10
Rural travel is highly dependant on car use, and tourism in rural areas is largely dependant on access by car. However, road transport can have a significant impact on the natural, built and historic environment, particularly in terms of air quality, noise, loss or fragmentation of tranquil areas, light pollution, severance and visual intrusion. There is a growing perception that rural communities and the environment are being adversely affected by traffic growth, which is increasing at a faster rate than elsewhere, higher vehicle speeds and an increasing use of unsuitable local roads by through traffic.

Policy RT3 – Airports

Plans and strategies should support the economic activity generated and sustained by the Region’s airports, in particular, the importance of Manchester Airport as a key economic driver for the North of England and Liverpool John Lennon Airport for the Liverpool City Region.

For Manchester, Liverpool John Lennon and Blackpool Airports, the future operational and infrastructure requirements, surface access demands and environmental impacts for each airport should be identified in Airport Master Plans and other relevant plans and strategies, based on the strategic framework for the development of airport capacity set out in the White Paper ‘Future of Air Transport’.

In determining requirements for physical expansion beyond the existing boundary for aviation-related needs, proposals and schemes should take into account in turn:

- The scope for intensification and rationalisation of all activities and facilities within existing boundaries;
- The scope for relocating off-site those operational activities and facilities that are not essential for the day-to-day function of the airport and whose relocation would be consistent with relevant plans and strategies;
- The scope for developing off-site all other activities and facilities whilst retaining conformity with relevant plans and strategies.

For Carlisle Airport, the Local Development Framework should identify and protect an appropriate airport boundary to allow for possible future use and expansion. Development that would impede the operational requirements of the airport should not be permitted within this boundary.

In formulating plans and strategies, local authorities should take account of the contribution general aviation makes to the regional and local economies.

10.11
Airports are an important focus for development of regional and local economies as they attract businesses to the area, generate employment, encourage in-bound tourism and open up wider markets. The North West’s airports are an increasingly popular focal point for clusters of business development and attract inward investment due to the proximity of air freight distribution facilities and convenient access to international markets. Manchester Airport is by far the largest in the UK outside of the South East of England, serving some 21 million passengers each year and offering a broad range of flights including long-haul scheduled services. More intensive use of the two runways could see the Airport increase the number of passengers it caters for up to 50 million per annum. John Lennon Airport is the North West’s second airport and has seen rapid recent growth in recent years with passenger numbers approaching 4 million annually. Blackpool Airport has experienced considerable recent growth in scheduled routes catering for around 300,000 passengers per year, supporting the resort’s tourism-led regeneration and serving the Central Lancashire City Region.

10.12
The Government’s Air Transport White Paper sets out a strategic policy framework for the development of air services in the UK to around 2030. The White Paper does not authorise or preclude any particular development, but intends to inform plans and strategies and guide decisions on future planning applications. Airport operators, in conjunction with
the Highways Agency, local authorities, the rail industry and transport providers, need to address issues that restrict access to airports by road and rail for passengers, staff, freight operators and visitors, which may impede expansion to achieve the White Paper’s forecast growth figures and contribution to the development of the national and regional economies. Airport operators should also set themselves challenging targets for increasing the proportion of journeys made to airports by public transport, cycling and walking in Surface Access Strategies that will reduce dependence on the private car, and environmental targets that will reduce noise and atmospheric pollution from surface activities.

10.14

The North West Ports Economic Trends and Land Use Study125 has informed policy development. National policy is set out in ‘Modern Ports: A UK Policy’126 which is due to be reviewed in 2006. In the North West, Liverpool, Manchester (Manchester Ship Canal), Heysham and Fleetwood are categorised as major ports by the Department for Transport in that they handle at least one million tonnes of cargo per annum. Other ports are located at Barrow-in-Furness, Silloth and Workington in Cumbria, Glasson Dock near Lancaster and Garston Dock on the River Mersey.

10.15

Liverpool is by far the most dominant port in the Region and in 2003 handled some 31.75 million tonnes of freight, the highest volume in its history. It operates the UK’s largest Freeport zone with extensive facilities on both sides of the River Mersey, acting as a hub connecting world-wide deep-sea services with an extensive network of Continental, UK and Irish Sea short-sea services. The roll-on, roll-off (Ro-Ro) ferry services which operate from Liverpool, Birkenhead, Heysham and Fleetwood are of major importance to the economies of Northern Ireland and Eire. Birkenhead in particular has the potential for significant further development. Ports in the North West also have a role to play in supporting EC initiatives to encourage the transfer of freight from land to water transport (see Policy RT5).

10.16

North West ports benefit the regional economy by helping to attract investment and new employment opportunities, assisted by their capacity to act as multi-modal interchanges and to provide logistical services and manufacturing on-site. The availability of suitable land to accommodate these facilities is essential, as are good road, rail and inland waterway connections. Port estates often have land available where industry could locate, reducing the need for onward distribution of goods by road and delivering environmental benefits. The development of rail facilities at ports will generally require support from the Government’s Sustainable Distribution Fund to make investment viable, but once such facilities are in place, the potential exists to increase the volume of port-related traffic moved by rail.

10.17

Port-related road traffic, particularly bulk and unitised freight, can contribute to congestion and damage environmental quality on approach routes to ports. Road and rail access to the region’s main ports is an important issue, particularly in terms of the potential to reduce unnecessary and unsustainable use of ports in other UK regions such as east and south-east of England. Improvements that include measures to assist the transfer of port traffic from road to rail and/or water will be necessary to maintain the region’s continued economic competitiveness. Land-side surface access strategies should include proposals that maximise opportunities for shifting traffic away from road and onto rail and water, and to minimise the adverse impact of heavy goods vehicles on local communities and the natural environment.
Policy RT5 – A Regional Framework for the Management of Freight Transport

Plans and strategies should take account of the aims and objectives of the Regional Freight Strategy. Local authorities should develop sub-regional freight strategies, including the establishment of Freight Quality Partnerships to promote constructive solutions to local distribution problems and issues.

The Regional Highway Network, as detailed in Appendix RT2.1, forms the North West’s strategic network for the movement of freight by road, supplemented by sub-regional highway networks defined in Local Transport Plans. Heavy Goods Vehicles should not be restricted from any routes in these networks.

Local authorities should work with distribution companies and their customers to develop a consistent approach to lorry management, including access restrictions and curfews. Signing strategies should be developed and introduced for key freight routes and local destinations.

Plans and strategies should facilitate the transfer of freight from road to rail and/or water by the identification of sites for inter-modal freight terminals. In the Liverpool and Manchester City Regions, broad locations are identified in Policy W2. Elsewhere in the region, provision should be made in accordance with the locational criteria set out in Appendix RT5.1. Local authorities should satisfy themselves that the prime purpose is to facilitate the movement of freight by rail and/or water and that rail access and associated facilities are available before the site is occupied. Plans and strategies should also encourage greater use of existing terminals and private sidings.

Local authorities should work with port and inland waterway operators and the freight transport industry to capitalise on the opportunities available in the North West for increasing the proportion of freight moved by short-sea, coastal shipping and inland waterways.

10.18

The Regional Freight Strategy has informed policy development and also provides guidance to local authorities on developing sub-regional and local freight strategies. Road haulage accounts for the majority of all goods moved in the North West, and will continue to be the dominant mode in the foreseeable future. Local authorities, distribution companies and customers all influence the choice of route taken by road freight vehicles, and there are benefits to be gained from interested parties working together to develop strategies and to gain a mutual understanding of distribution problems and issues.

10.19

Freight Quality Partnerships (FQPs) can be instrumental in finding constructive solutions to a wide range of challenges, including balancing the needs of local businesses with local environmental and social concerns, identifying the need for and location of lorry parks, and understanding the contribution that sustainable distribution practices can make towards improving air quality and reducing noise pollution. It will be essential for adjacent FQPs to liaise with each other to ensure a consistent approach is applied across local authority boundaries. Concerns about issues such as the incidence of bridge strikes by road vehicles, which may result in significant disruption to both road and rail networks, can be addressed through, for example, partnerships between highway authorities and Network Rail.

10.20

Attempts to increase the volume of freight moved by rail in the region could be constrained by a shortage of freight terminals and, in particular, the lack of major inter-modal facilities with good access to the motorway network. Delivery will, however, be through the private sector, and the fact that significant capital investment is required before such facilities become operational means that investment is unlikely unless there is clear evidence of increasing market interest in moving freight by rail and the rail industry is able to offer competitive market and service propositions. Although financial constraints make any significant improvement to loading gauge a long term aspiration, advances in wagon technology offer potential for development of the inter-modal freight business in the short to medium term, as will incremental capacity enhancements through small-scale measures such as improvements to terminal and port infrastructure and access. Existing terminals and private sidings across the region also have a role to play, and greater use could be made of these to encourage modal shift.

10.21

Increasing opportunities exist for ports and inland waterways in the North West to benefit from the potential to transport cargoes such as containers and bulk freight by water. This is particularly encouraged by the EC in its White Paper on transport, published in 2002\(^2\)\(^1\), and funding is available through, for example, the Marco Polo Programme\(^1\). Short-sea and coastal shipping, operating between ports within the UK, is a substantially under-utilised mode, and can contribute towards reducing the volume of freight moved on the region’s road and rail networks. More stringent drivers’ hours regulations arising from EC legislation\(^1\)\(^2\)\(^3\)\(^4\) are likely to place upward pressure on road freight costs and may make the case for sea transport more compelling. Ports closest to the origin or destination of the freight could provide transfer facilities, thereby reducing the requirement for lengthy journeys by road. This may be of benefit to the Cumbrian ports of Barrow-in-Furness, Silloth and Workington in particular.

10.22

The growth in container volumes, combined with the trend for container lines to use feeder services to distribute containers from hub ports by sea offers significant potential for the River Mersey ports and the Port of Manchester (Manchester Ship Canal) in particular. The Ship Canal also has the capability to play a greater role in the internal transportation of freight as, to a lesser degree, do small waterways such as the Weaver Navigation and navigable rivers. However, this cannot be achieved without the necessary wharves, warehousing and facilities to enable interchange between road, rail and water. This in turn requires land to be identified, allocated and safeguarded in Local Development Frameworks for such developments. The Government’s Sustainable Distribution Fund\(^1\)\(^3\)\(^1\) can provide useful financial contributions towards the capital investment associated with the transfer of freight from road to water.

\(^{127}\) Regional Freight Strategy, North West Freight Advisory Group, November 2003
\(^{128}\) European Transport Policy for 2010: Time to Decide, European Commission, 2002
\(^{129}\) The MARCO POLO Programme (2003-2010), http://europa.eu.int/comm/transport/marcopolo/index_en.htm
\(^{130}\) Road Transport Sectoral Directive (EC)2002/15
\(^{131}\) Sustainable Distribution Fund: A Single Pot for Investments in England, February 2005
Policy RT6 – Parking Policy and Provision

Local authorities should develop a co-ordinated approach to the use of parking charges, enforcement (especially in areas where parking has been decriminalised) and provision as part of an all-embracing strategy to manage travel demand.

Plans and strategies should:

- Incorporate maximum parking standards that do not exceed the regional ceilings set out in Table 10.1, and define standards for additional land use categories and areas where more restrictive standards should be applied. Parking for disabled people is the only situation where minimum standards will be applicable;
- Manage car use by implementing workplace, education and personal travel plans which should be developed alongside public transport, cycling and pedestrian network improvements;
- Make greater use of on-street parking controls and enforcement where priority or road space is to be provided for specified road users;
- Provide dedicated and secure parking facilities for cycles and two wheel motorised vehicles;
- Identify strategic Park and Ride locations to serve the City Regions and areas attracting large numbers of commuters or visitors to be linked by frequent rail and/or bus services that will reduce car trips within those areas. The location and operation of Park and Ride sites should be safe and accessible to all potential users but should not introduce incentives that encourage car use.

Local authorities should work with freight, coach and parking operators to develop plans and strategies to identify sites to provide driver rest and parking facilities.

10.23

Parking provision, charges and enforcement are all key elements of an effective demand management policy as the availability and cost of parking is, potentially, a major influence on travel decisions and can promote more sustainable transport choices. Neighbouring authorities should jointly develop a co-ordinated approach to parking to avoid inefficient competition between different locations, which may compromise sustainable development. Parking provision at new developments can also influence travel behaviour and authorities should avoid inadvertently introducing parking policies and provision that benefit out of town developments. Parking policies and provision should therefore complement wider land-use plans and strategies. Local authorities should make greater use of on-street parking controls and enforcement where priority for specified road users such as public transport and cycling is to be provided and safety improved, and consider introducing workplace parking charges as part of an integrated approach to demand management.

10.24

The Maximum Regional Parking Standards set out in Table 10.1 are intended to be equally restrictive as those contained in PPG13 and are based on current regional practice. The ‘regional centres’ and ‘regional towns and cities’ values are intended to be more restrictive than ‘Key Service Centres and Rural Areas’ as there are generally higher levels of public transport accessibility and development densities in the former. Standards should be even more restrictive in those areas that have the highest levels of public transport accessibility and development density and, where appropriate, in environmentally sensitive areas such as the Lake District National Park. Further advice and examples are given in Appendix RT6.1.

10.25

EU legislation obliges drivers of freight vehicles and coaches to take statutory breaks, creating a need for appropriate short stay and for lorries, in particular, overnight parking facilities. Local Authorities should work with freight, coach and parking operators to develop a comprehensive approach to provide these facilities, as increased pressure to develop land in urban areas has led to goods vehicles being forced to park in unsuitable locations. In tourist and other areas that attract large numbers of coaches, local authorities should identify short stay drop-off and pick-up points close to amenities along with nearby, secure long stay parking areas.

Policy RT7 – A Regional Framework for Walking and Cycling

Local authorities should work with partners to develop integrated networks of continuous, attractive and safe routes for walking and cycling to widen accessibility and capitalise on their potential environmental, social and health benefits. A high priority should be given to routes linking residential areas with schools, hospitals and other community services.

Local authorities should ensure that proposals and schemes for new developments incorporate high quality pedestrian and cycle facilities, including secure cycle parking.

When considering improvements to the region’s transport networks, scheme promoters should take the opportunity to enhance walking and cycling routes wherever possible.

10.26

Better provision for pedestrians and cyclists can contribute towards reducing car dependency and assist with the achievement of wider regional objectives, including the development of sustainable communities, enhancing accessibility for all to a range of facilities, improving community health and supporting tourism. The introduction of measures such as pedestrianisation, Home Zones, Quiet Lanes and segregated cycleways, together with the more effective management of traffic (Policy RT2), can have a significant impact on the walking and cycling experience.

10.27

Local authorities should produce action plans for the development of walking and cycling networks in line with the DfT publication ‘Walking and Cycling: Action Plan’; these should be combined with ‘Rights of Way Improvement Plans’. Integrated networks of regional and sub-regional footpaths, bridleways, cycleways, quiet lanes and greenways should also
Table 10.1: Regional Parking Standards

<table>
<thead>
<tr>
<th>Land Use</th>
<th>PPG 13</th>
<th>Key Service Centres and Rural Areas</th>
<th>Regional Centres and Regional Towns and Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A1: Shops</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Food Retail</td>
<td>1 space per 14 sqm</td>
<td>1 space per 14 sqm</td>
<td>1 space per 16 sqm</td>
</tr>
<tr>
<td>Non-food Retail</td>
<td>1 space per 20 sqm</td>
<td>1 space per 20 sqm</td>
<td>1 space per 22 sqm</td>
</tr>
<tr>
<td><strong>A3: Food and Drink</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurant</td>
<td>1 space per 5 sqm of public floor area</td>
<td>1 space per 7 sqm of public floor area</td>
<td></td>
</tr>
<tr>
<td>Fast Food &amp; Drive Through</td>
<td>1 space per 7.5 sqm of gross floor area</td>
<td>1 space per 8.5 sqm of gross floor area</td>
<td></td>
</tr>
<tr>
<td><strong>B1: Business</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B1 including offices</td>
<td>1 space per 30 sqm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stand alone offices</td>
<td>1 space per 30 sqm</td>
<td>1 space per 35 sqm</td>
<td>1 space per 40 sqm</td>
</tr>
<tr>
<td>Business Parks</td>
<td>1 space per 35 sqm</td>
<td>1 space per 40 sqm</td>
<td></td>
</tr>
<tr>
<td><strong>B2: General Industry</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Industry</td>
<td>1 space per 45 sqm</td>
<td>1 space per 60 sqm</td>
<td></td>
</tr>
<tr>
<td><strong>B8: Storage and Distribution</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Storage and Distribution</td>
<td>1 space per 45 sqm</td>
<td>1 space per 45 sqm</td>
<td></td>
</tr>
<tr>
<td><strong>C1: Hotels and Hostels</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hotels and Hostels</td>
<td>1 space per bedroom including staff</td>
<td>1 space per bedroom including staff</td>
<td></td>
</tr>
<tr>
<td><strong>D1: Non-Residential Institutions</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medical and Health facilities</td>
<td>1 space per 2 staff plus 4 per consulting room</td>
<td>1 space per 2 staff plus 3 per consulting room</td>
<td></td>
</tr>
<tr>
<td>Higher and Further Education</td>
<td>1 space per 2 staff plus 1 per 15 students</td>
<td>1 space per 2 staff plus 2,4</td>
<td>1 space per 2 staff plus 2,4</td>
</tr>
<tr>
<td><strong>D2: Assembly and Leisure</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cinemas and Conference Facilities</td>
<td>1 space per 5 seats</td>
<td>1 space per 5 seats</td>
<td>1 space per 8 seats</td>
</tr>
<tr>
<td>Other leisure facilities</td>
<td>1 space per 22 sqm</td>
<td>1 space per 22 sqm</td>
<td>1 space per 25 sqm</td>
</tr>
<tr>
<td><strong>Miscellaneous</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stadia</td>
<td>1 space per 15 seats</td>
<td>1 space per 15 seats</td>
<td>1 space per 18 seats</td>
</tr>
</tbody>
</table>

Notes:
1. For predominantly drive-through/take-away establishments. For ‘Drive-through’ restaurants featuring significant seating then they should be considered as a conventional restaurant.
2. To be backed up with a more detailed justification including ‘Travel Plans’ proposals.
3. Additional facilities, such as leisure and conference facilities should be considered separately if appropriate.
4. Parking for students should be included within this figure. Separate consideration would be required for any parking related to residential facilities.
5. The standard for students relates to the total number of students attending an educational establishment rather than full-time equivalent number.
6. These are defined in Table 1 of the Regional Development Framework (Chapter 7).
be developed, linked to each other and to National Trails and the National Cycle Network. Walking and cycling networks can provide important elements of ‘Green Infrastructure’ (Policy EM3) and/or contribute towards the objectives of Regional Parks (Policy EM4). Canal towpaths and disused railway lines should be incorporated if practical.

**Policy RT8 – Regional Priorities for Transport Investment and Management**

The general priorities for transport investment and management within the region, in order of importance, are:

- Improving transport safety and security;
- Maintaining existing transport networks and assets;
- Making best use of existing transport networks and assets, including the widespread introduction of complementary ‘smart choices’ and other incentives to change travel behaviour and reduce private car use; and
- Targeted investment in accordance with the priorities set out in Table 10.2.

10.28

Transport schemes will still be subject to detailed appraisal and relevant statutory processes, and delivery will depend on the availability of resources. The region’s transport networks are a valuable resource, but scope for their improvement is limited by financial, physical, environmental or social constraints. It is therefore imperative that these assets are adequately maintained and in particular, deterioration in the condition of local roads halted. ‘Smart choices’, including company and personal travel plans, travel awareness campaigns such as TravelWise, car pooling, car clubs and car sharing schemes, the availability of real time travel information and integrated ticketing and the increasing popularity of home working can all contribute towards changing travel behaviour and will complement the exploitation of new technology to manage existing transport infrastructure more effectively. There is, however, still the need for further targeted investment in new or improved roads and public transport infrastructure if the Vision for the North West is to be achieved.

10.29

Table 10.2 presents the region’s priorities for major transport investment, based on work undertaken for the NWRA by JMP Consulting134. All schemes and interventions have been cross-referenced with the eight RTS objectives. Table 10.2a lists those schemes which have been given full approval by the Department for Transport and for which funding has been allocated. Table 10.2b sets out the investment programme which emerged from the recent Regional Funding Allocation (RFA) work135, with Table 10.2c listing four contingency schemes should additional funding become available or schemes within the investment programme receive funding from other sources such as the Transport Innovation Fund. Given that all schemes are subject to detailed appraisal and relevant statutory processes, it is possible that delivery of some schemes within the programme may be deferred or withdrawn. Tables 10.2d and 10.2e set out those schemes and broad interventions which are either under investigation or proposed for investigation during the period to 2021, and reflect the outputs from both the RTS and RFA prioritisation work. Delivery of any of these before 2021 will depend on the availability of resources within the relevant funding mechanism. The progress of schemes will be kept under review as part of the RSS Implementation, Monitoring and Review process.

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135 Regional Prioritisation of Major Transport Schemes Study Report, Atkins, January 2006
<table>
<thead>
<tr>
<th>National Schemes</th>
<th>LTP Sub-Region</th>
<th>Delivery Agency</th>
<th>Scheme Type</th>
<th>Estimated Cost</th>
<th>Funding Mechanism</th>
<th>Likely Start Date</th>
<th>RTS Objectives</th>
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<tbody>
<tr>
<td>A74T Carlisle to Guards Mill Upgrade to M6</td>
<td>Cumbria</td>
<td>Highways Agency</td>
<td>Highway</td>
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<td>National</td>
<td>2006/07</td>
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<tr>
<td>A5117T/A550T Deeside Park Junctions</td>
<td>Cheshire</td>
<td>Highways Agency</td>
<td>Highway</td>
<td>£43m</td>
<td>National</td>
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<tr>
<td>M62 Junction 6 Improvement (Tarbock)</td>
<td>Merseyside</td>
<td>Highways Agency</td>
<td>Highway</td>
<td>£38m</td>
<td>National</td>
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### Regional / Sub-Regional Schemes

<table>
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<tr>
<th>Regional / Sub-Regional Schemes</th>
<th>LTP Sub-Region</th>
<th>Delivery Agency</th>
<th>Scheme Type</th>
<th>Estimated Cost</th>
<th>Funding Mechanism</th>
<th>Likely Start Date</th>
<th>RTS Objectives</th>
</tr>
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<tbody>
<tr>
<td>A57T/A628T Mottram – Tintwistle Bypass</td>
<td>Greater Manchester</td>
<td>Highways Agency</td>
<td>Highway</td>
<td>£99m</td>
<td>RFA</td>
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<tr>
<td>A66T Temple Sowerby Bypass</td>
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<td>Highways Agency</td>
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<td>RFA</td>
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<td>A590T High and Low Newton Bypass</td>
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<td>A595T Parton to Lillyhall Improvement</td>
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<td>RFA</td>
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<tr>
<td>A58 Black Brook Diversion, St Helens</td>
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<td>St Helens MBC</td>
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<td>Carlisle Northern Development Route</td>
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<td>RFA</td>
<td>2006/07</td>
<td>6, 7</td>
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<td>Freckleton St Bridge, Blackburn</td>
<td>Blackburn with Darwen</td>
<td>Blackburn with Darwen BC</td>
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<td>Northern Orbital QBC</td>
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<td>A34 Alderley Edge and Nether Alderley Bypass</td>
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<td>AS561 (M6 to M56)</td>
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<td>Bidston Moss Viaduct (M53 Junction 1): Wirral MBC</td>
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<td>RFA</td>
<td>2010/11</td>
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<td>Blackpool &amp; Fleetwood Tramway Upgrade Phase 1</td>
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<td>Bolton Link Road</td>
<td>Highway</td>
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<td>Crewe Link Road</td>
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<td>Greater Manchester Urban Traffic Control (GMUTC)</td>
<td>Greater Manchester Authorities</td>
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**Objectives:**
- 1: Improve connectivity
- 2: Enhance accessibility
- 3: Reduce congestion
- 4: Support economic development
- 6: Enhance safety
- 8: Improve environmental sustainability
<table>
<thead>
<tr>
<th>Scheme</th>
<th>Sub-Region</th>
<th>Delivery Agency</th>
<th>Scheme Type</th>
<th>Estimated Cost</th>
<th>Funding Mechanism</th>
<th>Likely Start Date</th>
<th>RTS Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>A55T/A483T Junction Improvement, Chester</td>
<td>Cheshire</td>
<td>Highways Agency</td>
<td>Highway</td>
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<td>Post 2015</td>
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<td>A685 Kirkby Stephen Bypass</td>
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<td>Highway</td>
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<td>Altrincham Interchange</td>
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<tr>
<td>Wigan Inner Relief Road</td>
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Table 10.2d First Priority Interventions Under Investigation or Proposed For Investigation

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<tr>
<th>National Interventions</th>
<th>LTP Sub-Region</th>
<th>Delivery Agency</th>
<th>Scheme Type</th>
<th>Status</th>
<th>Funding Mechanism</th>
<th>Likely Start Date</th>
<th>RTS Objectives</th>
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<tr>
<td>Central Manchester Rail Network Capacity Enhancements</td>
<td>Greater Manchester</td>
<td>Network Rail / TOCS</td>
<td>Rail</td>
<td>Under Investigation (RUS)</td>
<td>Network Rail + Rail Franchises</td>
<td>Post 2006</td>
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<tr>
<td>New North – South High Speed Rail Line</td>
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<td>Unknown</td>
<td>Rail</td>
<td>Under Investigation</td>
<td>Unknown</td>
<td>Post 2015</td>
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<tr>
<td>Trans-Pennine Rail Links Improvements between Manchester &amp; Leeds / Sheffield</td>
<td>Greater Manchester</td>
<td>Network Rail / TOCS</td>
<td>Rail</td>
<td>Proposed for Investigation</td>
<td>Network Rail + Rail Franchises</td>
<td>Post 2015</td>
<td>1, 2, 3, 8</td>
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<tr>
<td>Regional / Sub-Regional Interventions</td>
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<tr>
<td>East Lancashire Improved Rail Access to Manchester (Blackburn to Bolton Line) Network Rail +</td>
<td>Blackburn with Dawen / Lancashire / Greater Manchester</td>
<td>Network Rail / TOCS</td>
<td>Rail</td>
<td>Proposed for Investigation</td>
<td>Rail Franchises</td>
<td>Post 2015</td>
<td>2, 4</td>
</tr>
<tr>
<td>Fylde Coast Public Transport Improvements</td>
<td>Blackpool / Lancashire</td>
<td>Blackpool BC / Lancashire CC</td>
<td>Public Transport</td>
<td>Under Investigation</td>
<td>RFA</td>
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<td>Greater Manchester QBC Network Enhancements</td>
<td>Greater Manchester</td>
<td>GMPTE</td>
<td>Public Transport</td>
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<td>RFA</td>
<td>Post 2015</td>
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<tr>
<td>Liverpool Central Station Improvements</td>
<td>Merseyside</td>
<td>Merseytravel</td>
<td>Public Transport</td>
<td>Under Investigation</td>
<td>RFA</td>
<td>Post 2015</td>
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<tr>
<td>Liverpool City Region Public Transport Improvements</td>
<td>Merseyside</td>
<td>Merseytravel</td>
<td>Public Transport</td>
<td>Under Investigation</td>
<td>RFA</td>
<td>Post 2015</td>
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<td>Liverpool JL Airport Improved Public Transport Links to City Centre</td>
<td>Merseyside</td>
<td>Merseytravel</td>
<td>Public Transport</td>
<td>Under Investigation</td>
<td>Unknown / RFA</td>
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<td>Liverpool Lime Street Station Improvements</td>
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<td>Merseytravel</td>
<td>Public Transport</td>
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<td>RFA</td>
<td>Post 2015</td>
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<tr>
<td>Manchester Airport Third Platform</td>
<td>Greater Manchester</td>
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<td>Rail</td>
<td>Under Investigation</td>
<td>Network Rail + Manchester Airport + NWGS</td>
<td>Post 2006</td>
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<td>Manchester Airport Improved Rail Access</td>
<td>Greater Manchester</td>
<td>Network Rail / TOCS</td>
<td>Rail</td>
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<td>Unknown</td>
<td>Post 2015</td>
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<td>North West England Congestion Charging</td>
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<td>Network Management</td>
<td>Proposed for Investigation</td>
<td>Unknown</td>
<td>Post 2015</td>
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<tr>
<td>North West England Network of Greenways / Quiet Lanes etc.</td>
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<td>All LTP Authorities</td>
<td>Network Management</td>
<td>Proposed for Investigation</td>
<td>LTP Integrated Block</td>
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<tr>
<td>Stockport Metrolink Extension</td>
<td>Greater Manchester</td>
<td>GMPTE</td>
<td>Public Transport</td>
<td>Under Investigation</td>
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<th>National Interventions</th>
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<th>Delivery Agency</th>
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<th>Status</th>
<th>Funding Mechanism</th>
<th>Likely Start Date</th>
<th>RTS Objectives</th>
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<tbody>
<tr>
<td>M6 Junctions 11a to 19: Capacity Improvements</td>
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<td>Highways Agency</td>
<td>Highway</td>
<td>Under Investigation</td>
<td>National</td>
<td>Post 2006</td>
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<td>M6/M62 Croft Interchange: Capacity and Safety Improvements</td>
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<td>Highways Agency</td>
<td>Highway</td>
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<td>M56 Junctions 6 to 7/8: Capacity Improvements</td>
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<td>Highway</td>
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<td>National</td>
<td>Post 2006</td>
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<td>A66T Penrith to Scotch Corner Upgrade</td>
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<td>Highway</td>
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<td>A635 Park Parade Ashton-under-Lyne</td>
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<td>A5225 Wigan Gateway</td>
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<td>Carlisle Southern Relief Road</td>
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<td>Highway</td>
<td>Proposed for Investigation</td>
<td>RFA</td>
<td>Post 2021</td>
<td>6, 7</td>
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<tr>
<td>Central Lancashire and Leeds CityRegions: Improved Rail Links</td>
<td>Blackburn-with-Darwen, Blackpool, Lancashire</td>
<td>Network Rail TOCs</td>
<td>Rail</td>
<td>Proposed for Investigation</td>
<td>Network Rail + TOCs</td>
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<td>Chester: Improved Management of the Local Transport Network</td>
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<td>Cheshire CC</td>
<td>Network Management</td>
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<td>Post 2021</td>
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<td>Lake District National Park: Improved Public Transport Access</td>
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<td>Cumbria CC</td>
<td>Public Transport</td>
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<td>RFA</td>
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<td>Lake District National Park (Windermere): Improved Rail Access</td>
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<td>Halton BC, Knowsley MBC, Liverpool City, Liverpool JLA</td>
<td>Highway</td>
<td>Proposed for Investigation</td>
<td>Unknown (RFA or Private Sector) if Private</td>
<td>Post 2021 (or Post 2006)</td>
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<td>RFA</td>
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<td>RFA</td>
<td>Post 2021</td>
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<td>M62 – A57 Barton Moss Link Road</td>
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<td>Highway</td>
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<td>RFA</td>
<td>Post 2021</td>
<td>8</td>
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<tr>
<td>Manchester to Marple Public Transport Improvement</td>
<td>Greater Manchester</td>
<td>GMPTE</td>
<td>Rail and/or Public Transport</td>
<td>Under Investigation</td>
<td>RFA</td>
<td>Post 2021</td>
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<td>Middlewich Eastern Bypass</td>
<td>Cheshire</td>
<td>Cheshire CC</td>
<td>Highway</td>
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<td>RFA</td>
<td>Post 2021</td>
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<td>Oldham Eastern Busway</td>
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<td>GMPTE</td>
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<td>Under Investigation</td>
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<td>Oldham Rd / Queens Rd Junction Improvement</td>
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<td>Manchester City</td>
<td>Highway</td>
<td>Under Investigation</td>
<td>RFA</td>
<td>Post 2021</td>
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<td>Merseyside</td>
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<td>Preston: Improved Management of the Local Transport Network</td>
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<tr>
<td>Salford Central Railway Station Upgrade</td>
<td>Greater Manchester</td>
<td>GMPTE</td>
<td>Rail</td>
<td>Under Investigation</td>
<td>RFA</td>
<td>Post 2021</td>
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<tr>
<td>Stockport Interchange</td>
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<tr>
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<td>Cheshire Merseyside</td>
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<td>Rail</td>
<td>Under Investigation</td>
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<td>Post 2006</td>
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</table>
11. Enjoying and Managing the North West – Environmental Enhancements and Protection

11.1

Whilst conserving and enhancing the North West’s valued environmental and cultural assets is of utmost importance, plans and strategies should also recognise the role of the environment when seeking to achieve social and economic objectives and addressing the issue of climate change. The environmental economy makes a significant contribution towards the North West’s GDP. This chapter seeks to address these issues in an integrated way, through policies covering:

- Land management (inc. heritage, biodiversity, woodlands, contaminated land, green infrastructure & regional parks);
- Water management;
- Waste management;
- Minerals;
- Energy.

11.2

Significant opportunities exist through multi-purpose policy frameworks such as green infrastructure to significantly improve access to greenspace, contributing towards social objectives such as creating sustainable communities and making attractive places to live. Access to greenspace has a central role to play in securing successful and sustainable economic regeneration. The adoption of sustainable design and construction methods are needed to contribute towards the effort to increase energy efficiency and reduce climate change. We need to make better use of the region’s derelict land, and employ sustainable remediation technologies to tackle our considerable legacy of contaminated land. Making the most of what we have, and improving on, the natural assets of the region, is fundamentally important as the region will not move forward to a new, modern economy without addressing the environmental legacy of the past.

Policy EM1 – Integrated Land Management

Plans, strategies, proposals and schemes should deliver an integrated approach to land management, based upon detailed character assessments and landscape strategies derived from the North West Joint Character Area map. With regards to specific elements of integrated land management, the following should be taken into account:

Biodiversity

Plans and strategies should seek to deliver a ‘step-change’ increase in the region’s biodiversity resources, by delivering the regional biodiversity targets for maintaining, restoring and expanding priority habitats, and delivering the habitat and species targets of the Local Biodiversity Action Plans. This should be done by protecting, expanding and linking areas for wildlife within and between the locations of highest biodiversity resources, and encouraging the protection, conservation and improvement of the ecological fabric elsewhere.

Broad locations where there are greatest opportunities for delivering these targets are shown on the Indicative Biodiversity Resource and Opportunities Diagram (see Diagram 11.1). Local authorities should:

- Seek to develop a more detailed representation of this spatial information for use in their Local Development Frameworks; and
- Develop functional ecological frameworks that seek to address habitat fragmentation and species isolation, working together to address cross-border issues within the region such as in the Pennines, Solway Firth, the River Dee Estuary and the Cheshire Meres and Mosses.

Landscapes and Heritage

Plans, strategies, proposals and schemes should identify, protect, maintain and where possible, enhance natural, man-made and historic features that contribute to the character and culture of landscapes, places and local distinctiveness within the North West.

Plans and strategies should support conservation-led regeneration in areas rich in historic interest, particularly exploiting the regeneration potential of:

- The maritime heritage of the North West coast including docks and waterspaces, and coastal resorts and piers;
- The Pennine textile mill-town heritage that exists in East Lancashire and Greater Manchester; and the textile mill-town heritage of East Cheshire;
- Victorian and Edwardian commercial developments in Liverpool and Manchester city centres; and
- The traditional architecture of rural villages and market towns of Cumbria, Cheshire and Lancashire.

Woodlands

Plans and strategies for woodland and forestry management, should adopt the multi-purpose approach set out in the Regional Forestry Framework (RFF), especially in relation to their role in green infrastructure provision and management.

11.3

The government has set out detailed national guidance on biodiversity, landscape and heritage within this context. This policy outlines the priorities for the management of the North West environmental land assets, adding further interpretation where appropriate to national planning policy guidance. Traditionally, the policy approach to these environmental issues has been to address them separately. This policy aims to encourage a more integrated approach to the management of the landscape and the natural environment, within both rural and urban areas. In order to provide for environmental improvements in the North West, plans and strategies need to foster a joined-up approach to deliver built and natural environment policy objectives. This integrated form of management will be important in securing other benefits including improved health through access to recreation and economic benefits associated with providing a quality environment in which to live and boosting the region’s image.

136 for example, the forestry and timber sector alone generates £435m per annum and employs 69,000 people – see *The Agenda for Growth - The Regional Forestry Framework for the North West* (p8), North West Regional Forestry Framework Partnership, 2005

137 see North West Joint Character Area map at http://www.defra.gov.uk/erdp/schemes/jca-mm/jca-map-nw.htm

138 PPS9 – *Biodiversity and Geological Conservation*, ODPM, 2005

139 ODPM Circular 06/05 & Defra Circular 01/2005: “Biodiversity and Geological Conservation – Statutory obligations and their impact within the planning system” ODPM & Defra 2005

139 The forthcoming amalgamated agency, Natural England, working in close collaboration with the Forestry Commission, seeks to achieve integrated management across these land use issues. It will be an independent statutory public body for protecting and enhancing the natural environment, biodiversity and landscape while realising benefits for people, through improving access and recreation.
A “soft end use” is defined as one which is designed primarily to improve the environment often by providing a cover of vegetation. Examples include public open spaces, nature conservation and playing fields.

The contaminated land regime, set out in Part IIA of the Environmental Protection Act 1990, was introduced in England on 1st April 2000. It was introduced to identify and clean up (known as remediation) land, where contamination poses unacceptable risks to human health or the environment.

More details are set out in the technical appendix.
Policy EM2 – Remediating Contaminated Land

Plans, strategies, proposals and schemes should encourage the adoption of sustainable remediation technologies. Where soft end uses\(^\text{140}\) (including green infrastructure, natural habitat or landscape creation) are to be provided on previously developed sites, appropriate remediation technologies should be considered which reduce or render harmless any contamination that may be present.

11.4

The North West was at the forefront of the industrial revolution and to this day remains one of the UK’s major manufacturing centres. This past industrial activity has left a legacy of land contamination, which needs to be managed. Successful remediation of contaminated land is fundamental to improving the image of the region. The contaminated land regime\(^\text{141}\) was introduced 5 years ago to identify this legacy, where it posed an unacceptable risk, and ensure it’s remediation to appropriate standards. The regime favours voluntary remediation and in many cases is being brought about as a consequence of proposed development. In the North West, the Environment Agency and others are developing best practice guidelines based on a hierarchy of remediation methods\(^\text{142}\).

Policy EM3 – Green Infrastructure

Plans, strategies, proposal and schemes should:

- Identify, promote and deliver multi-purpose networks of greenspace, particularly where there is currently limited access to natural greenspace or where connectivity between these places is poor; and

- Integrate Green Infrastructure provision within existing and new development, particularly within major development and regeneration schemes.

11.5

The ‘green infrastructure’ approach\(^\text{143}\) calls for networks of green space to be managed in an integrated way that allows for the provision of wider socio-economic and public health benefits (e.g. increased opportunities for physical activity) while at the same time contributing to the delivery of regional biodiversity targets. A Green Infrastructure Guide for the North West is currently in development, which will provide more detailed definition and will assist the way this policy is put into practice. Regional Parks will be complimentary to this policy, incorporating several elements of green infrastructure provision (see Policy EM4). This policy should be read in conjunction with RT7 which promotes a regional framework for walking and cycling applicable to green infrastructure.

Policy EM4 – Regional Parks

Three Areas of Search for Regional Parks have been identified as shown on Diagram 11.2 and within Table 11.1:

- The North West Coast;
- The Mersey Basin; and
- East Lancashire.

The NWRA will work with partners to prepare a Strategic Framework for each area of search. The Strategic Framework will provide the context for the delivery of regional parks in the area of search by setting out:

- An assessment of assets, opportunities, functions and potential to meet overall objectives of regional parks set out in Figure 11.1, including target populations;
- A broad vision and objectives; and
- Guiding principles for projects being promoted within its area of search.

Plans and strategies should have regard to the Strategic Frameworks and for each specific regional park should:

- Identify the locations and boundaries; and
- Secure successful delivery and management arrangements.

11.6

The parts of the region identified as likely locations for designated Regional Parks, referred to as ‘areas of search’ and listed in Policy EM4, are all expansive areas linked by various aspects of their natural landscape and/or cultural heritage, and which lend themselves to the coordinated promotion of opportunities for informal outdoor recreation, leisure and sporting activities. They are, in addition, areas where positive planning and management in line with the principles of RSS will assist urban and rural renaissance in the North West as a whole. The development of Regional Parks will be a key component in the implementation of the concept of Green Infrastructure (see Policy EM3).

Figure 11.1 – Overall Objectives of Regional Parks

To deliver:

- major improvement in the provision of high quality, easily accessible recreation, leisure and sporting opportunities, sustainable tourism, appropriate to the character and environmental sensitivity of the area;
- major environmental quality improvement to aid regeneration and image and contribute towards mitigating the impacts of climate change;

\(^{143}\) The Environment Agency is promoting the concept of green infrastructure in the document ‘Planning Sustainable Communities – A Green Infrastructure Guide for Milton Keynes and the South Midlands’. Environment Agency 2004. However, it is also promoting the application of the principle, and following definition elsewhere. Green Infrastructure is described as ‘a planned network of multi-functional green spaces and interconnecting links that is designed, developed and managed to meet the environmental, social and economic needs of communities… It is set within, and contributes to, a high quality natural and built environment and is required to enhance the quality of life for present and future residents and visitors, and to deliver “sustainability” for sustainable communities.’ Additionally in the North West, the Green Infrastructure Guide for the Liverpool and Manchester City Regions is currently promoting the concept of green infrastructure, defining it as ‘the physical environment within and between our cities, towns and villages. It is the network of open spaces, waterways, gardens, woodlands, green corridors, street trees and open countryside that brings many social, economic and environmental benefits to local people and communities.’
• significant increases in employment and business activity in leisure, sport and recreation; and
• a mechanism for the conservation of the landscape close to where people live, its character, biodiversity and heritage assets.

11.7

Existing or potential proposals have been identified for the location of Regional Parks in every area of search (Table 11.1), each containing varying landscape quality, cultural heritage and protected areas. Regional Parks do not supersede or compromise national designations and their statutory protection policy frameworks. Policies relating to statutory designations in the area, for example Areas of Outstanding Natural Beauty, will be taken into account within the Strategic Framework prepared to govern the management of the Regional Park.

Policy EM5 – Integrated Water Management

Plans and strategies should have regard to River Basin Management Plans and assist in achieving integrated water management and delivery of the EU Water Framework Directive (WFD). They should protect the quantity and quality of surface, ground and coastal waters and manage flood risk by:

• Phasing development to reflect existing water supply and waste water treatment capacity, unless new infrastructure can be provided ahead of the development without environmental harm;
• Implementing the ‘Meeting the Sequential Flood Risk Test – Guidelines for the North West Region’; 144;
• Requiring that any development which, exceptionally, must take place in current or future flood risk areas is resilient to flooding; protected to appropriate standards and does not increase the risk of flooding elsewhere;
• Requiring new, and where possible, existing development (including transport infrastructure) to incorporate sustainable drainage systems and water conservation and efficiency measures;
• Raise people’s awareness of flood risks and the impacts of their behaviours and lifestyles on water consumption.

11.8

In its bid to achieve integrated water management, growth and development, the North West must respect the capacity of the water and wetland environments to cope with changes in land use, particularly as it can take between 5 and 25 years to plan and develop new water resource and waste water disposal schemes.

11.9

Climate change creates an additional, major challenge to the bid to achieve integrated water management. 145 It is expected that excesses of water in winter, shortages in summer and increasingly intense rainfall will occur, which will affect the assessment and management of future risks associated with water resources, water quality and flooding. This will affect the additional issues of urban and rural diffuse pollution – that is, pollution arising from a number of dispersed sources – and the region’s ageing water supply and disposal infrastructure, that are of particular concern in the North West. It should be recognised that more subtle effects caused by climate change, such as changes in water table levels are important and need to be considered.

11.10

There is an imperative need to manage the demand for water in the region and address the detrimental effect of urban and agricultural run off on water quality. The region’s current and future flood risks must also be managed in a sustainable way to avoid potential damage to property and even loss of life.

11.11

Sustainable Drainage Systems represent one key mechanism for addressing these issues as they reduce the rate, quantity

<table>
<thead>
<tr>
<th>Table 11.1 Regional Parks Areas of Search and Potential Projects</th>
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<tr>
<td><strong>Regional Parks Areas of Search</strong></td>
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<td>East Lancashire</td>
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144 “Meeting the Sequential Flood Risk Test – Guidelines for the North West Region”, North West Regional Assembly / Environment Agency, July 2004
145 “Spatial Implications of Climate Change for the North West”, North West Regional Assembly, 2003
Diagram 11.2
Areas of Search for Regional Parks

- East Lancashire Area of Search
- North West Coast Area of Search
- Mersey Belt Area of Search

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and improve the quality of surface water run off during rainfall events, minimising flooding and environmental damage as a result of uncontrolled surface run-off. Further guidance is provided in the North West Best Practice Design Guide\textsuperscript{146}, and within the Implementation Plan and Technical Annexes accompanying this RSS.

**Policy EM6 – Managing the North West’s Coastline**

Plans, strategies, proposals and schemes (including Shoreline Management Plans) should take a strategic and integrated approach to the long term management of flood and coastal erosion risk by:

- Taking account of natural coastal change and the likely impacts of climate change, to ensure that development is sited or re-sited carefully to avoid:
  - the risk of future loss from coastal erosion, land instability and flooding;
  - unsustainable coastal defence costs;
  - damaging existing defences and the capacity of the coast to form natural defences or to adjust to future changes without endangering life or property;
- Making provision for mitigation of and adaptation to natural coastal change and the predicted effects of climate change over the medium to long-term (100 years) and supporting a ‘whole shoreline approach’\textsuperscript{147} being taken to coastal risk management;
- Minimizing the loss of coastal habitats and avoiding damage to coastal processes;
- Promoting managed realignment as a tool for managing flood and coastal erosion risk and delivering biodiversity targets and compensatory habitat requirements under the Habitats Directive.

**11.12**

This policy should be read in conjunction with Policy RDF4 which provides further guidance on sustainable development and use of the coast.

**11.13**

The majority of the region's coastal zone is low lying (below the 10m contour), comprised of soft sediments and therefore vulnerable to coastal erosion and flooding. Historically development, construction of coastal defences and other development such as ports on the estuaries and open coast have resulted in significant impacts on the extent and distribution of coastal habitats and disruption of coastal processes. Rises in sea level and extreme weather conditions like sudden, heavy storms, which can cause storm surges and which are becoming more frequent due to climate change have major implications for the North West Coast and on the way in which it is planned and managed.

**11.14**

The government is committed to a more holistic approach\textsuperscript{148} to secure sustainable and cost effective management of flood and coastal erosion, whilst at the same time securing a greater overall contribution to sustainable development. Shoreline Management Plans and Catchment Flood Management Plans will provide a strategic approach to the assessment of options within a broader planning matrix\textsuperscript{149} which will include River Basin Management Plans and Integrated Coastal Zone Management strategies. These should ensure that more flood and coastal erosion solutions work with natural processes and natural coastal defence features such as sand dunes and salt marshes. Changes to Shoreline Management Planning policy\textsuperscript{150}, reflecting the need to adapt to the likely effects of climate change, such as flooding and coastal erosion, will require the careful siting of new economic assets and infrastructure, including new port development, so as to avoid any risk of future loss or of excessive coastal defence costs. They will also create opportunities for managed realignment and the associated identification and creation of new wildlife habitats.

**Policy EM7 – Minerals Extraction**

Plans and strategies should make provision for a steady and adequate supply for a range of minerals to meet the region’s apportionments of land-won aggregates and requirements of national planning guidance. This will take into account:

- The national significance of the Region's reserves of salt, silica sand, gypsum, peat and clay (including fireclay);
- The need to maintain land banks of permitted reserves of certain minerals as identified in relevant government guidance\textsuperscript{151} including silica sand and materials for the cement industry;
- The contribution that substitute, secondary or recycled sources, or imports from outside the Region, should make;
- The potential supply of marine dredged aggregate in contributing towards overall regional aggregate needs, applying the principles of sustainable development alluded to in relevant government guidance\textsuperscript{152} and reflect any future Marine Spatial Planning arrangements.

Minerals extraction forms an exception to the sequential approach set out in the Core Development Principles.

Plans and strategies should:

- Include criteria-based policies to indicate the circumstances under which extraction might or might not be permitted;
- Opportunities for the transportation of minerals by pipeline, rail or water, including the maintenance of existing wharves and railhead facilities, the provision of new ones, and of facilities for on-shore processing and distribution of hydrocarbons;
- Safeguard mineral resources from other forms of development and, where appropriate, reserve highest quality minerals for applications that require such grades;
- Identify and protect sources of building stone for use in repairing and maintaining historic buildings and public realm improvements; and
- Ensure sensitive environmental restoration and aftercare of sites including improved public access where they are of amenity value.

\textsuperscript{146} "The North West Best Practice Design Guide", North West Regional Assembly et al, to be published 2006
\textsuperscript{147} The ‘whole shoreline approach’ is described in “Making space for water” see footnote 14
\textsuperscript{149} Where issues / scope of strategies cross national and regional boundaries, it will be necessary to involve government agencies, local authorities and other stakeholders in Isle of Man, Northern Ireland, Republic of Ireland, Scotland and Wales
11.15

Government policy promotes the general conservation of minerals while at the same time ensuring an adequate supply is available to meet needs. Mineral resources are not distributed evenly across the country and some areas are able to provide greater amounts of certain minerals than they actually use. The North West is an important national source of salt, silica sand, gypsum, peat and clay and has significant reserves of building stone, clay, shale and coal, as well as aggregates, for which guidance is given in Policy EM8 below. The region has important reserves of minerals in offshore, coastal and estuary locations, notably hydrocarbons but also marine sand.

11.16

Whilst extraction is dependent upon the location of workable mineral resources, it is important that it is carried out where there is access to sustainable modes of transport as far as is possible. It is also essential to assess the likely generation of traffic and its impact upon the surrounding highway network before drafting plans for mineral extraction.

Policy EM8 – Land-won Aggregates

Mineral planning authorities should continue to work together to make provision for the agreed regional apportionment of land-won aggregate requirements to 2016 on the basis of the revision to Minerals Planning Guidance Note 6 (MPG6)\(^{153}\), and the sub-regional apportionment set out in Table 11.2.

11.17

As a large-scale user of aggregates, the North West relies heavily on imports from other regions. MPG6\(^{153}\) sets out the current government advice on planning for the necessary level of aggregate supplies between 2001 and 2016, which is based on technical advice from the Regional Aggregates Working Parties (RAWP) and studies into long-term demand. This amounts to 55 million tonnes of sand and gravel and 167 million tonnes of crushed rock from primary land won sources in the North West and an additional 155 million tonnes from elsewhere, including imports from outside the region, marine-dredged sources and the use of secondary or recycled materials\(^{155}\). The NWRA will work together with RAWP to identify the level of aggregates that should be provided for the period until 2021 based on the advice of the ODPM.

Policy EM9 – Secondary and Recycled Aggregates

The NWRA will work with the Regional Aggregates Working Party, mineral and waste planning authorities, and others to maximise the role played by secondary and recycled sources of aggregates in meeting the Region’s requirements by:

- Working with the construction industry to achieve a target of 20% of construction aggregates to be from secondary or recycled sources by 2010 and 25% by 2021;
- Encouraging local authorities and developers to incorporate temporary materials-recycling facilities on the sites of major demolition or construction projects; and
- Plans and strategies identifying, sites or criteria for the provision of permanent recycling plants for construction and demolition waste in appropriate locations.

11.18

Revisions to MPG6\(^{157}\) assume that 101 million tonnes — that is, 26% — of the 377 million tonnes of aggregates required in the North West between 2001 and 2016 will come from secondary and recycled sources. The figures currently available are believed to underestimate the use of recycled materials, which varies across the Region therefore improved data will be necessary to assist strategic monitoring activity. This Policy sets an aspirational target for the Region as a whole, which will need to be reviewed in the light of improved information. Working together with the minerals planning authorities, and the industry itself, the Regional Aggregates Working Party should play a leading role in ensuring that data collected is both robust and consistent.

Policy EM10 – A Regional Approach to Waste Management

Plans, strategies, proposals and schemes, should promote and require the provision of sustainable new waste management infrastructure, facilities and systems that contribute to the development of the North West by reducing harm to the environment (including reducing impacts on climate change), improving the efficiency of resources, stimulating investment and maximising economic opportunities.

Plans and strategies will incorporate provisions to deliver:

a) the principles set out in the National Waste Strategy and PPS10; and
b) the objectives and targets\(^{158}\) of the Regional Waste Strategy.

| Sub-regional Apportionment of Aggregates in the North West 2001-2016 (million tonnes)\(^{156}\) |
|-----------------|-----------------|
| **Sand and Gravel** | **Crushed Rock** |
| Cheshire | 31.5 | 2 |
| Cumbria | 11.2 | 66 |
| Lancashire | 8.2 | 73 |
| Merseyside / Greater Manchester / Halton / Warrington | 4.1 | 26 |
| **Total** | **55.0** | **167** |

150 The 2nd generation of Shoreline Management Plans will be developed in 2007. These will develop a 100-year forward look at natural changes to the coast and the likely effects of climate change. They will identify shoreline management policies for the coast over 0-20, 20-50 and 50-100 year periods. The plans should provide clear guidance to promote and ensure sustainable planning and management of the shoreline & coast


MPG15, “Provision of Silica Sand in England” ODPM
11.19

European legislation, government targets, increasing waste generation, the need for improved environmental protection and rising public expectations drive the need for rapid changes in our approach to managing waste. In particular, we need to reduce our reliance on landfill by providing alternative facilities for reprocessing, treatment and disposal. The Regional Waste Strategy\(^\text{159}\) sets overall objectives, mandatory targets and appropriate timescales for these changes, which are reinforced by RSS policy.

11.20

An important contribution to sustainable development can be made by recycling and the use of recycled materials. In preparing plans and strategies and considering applications for development, local planning authorities should promote the minimisation of waste and the maximised use of recycled materials.

**Policy EM11 – Waste Management Principles**

Taking account of the Government’s waste hierarchy, plans, strategies, proposals and schemes should promote more effective forms of waste management by:

- reducing growth in the amount of waste produced in the region;
- making the most of opportunities to reuse waste products;
- encouraging recycling and composting\(^\text{160}\);
- recovering value, in the form of energy, from waste that is not recycled; and
- maintaining sufficient landfill capacity for the disposal of residual waste once it has been treated and recovered.

11.21

Plans and strategies should ensure the right mixes of sites are identified in order to maximise the potential for driving waste up the hierarchy. This will require consideration of the following sequence of initiatives and facilities for each waste stream including combinations of one or more of the following as appropriate:

- waste minimisation;
- recycling of wastes through separate ‘kerbside’ and household collections, centralised material recycling facilities, ‘Bring’ banks, household recycling centres or civic amenity centres;
- composting;
- intermediate treatments of residual wastes including Mechanical Biological Treatments (MBT and related treatments) and anaerobic digestion;
- treatment plants to reduce the hazardous nature of wastes and/or produce refuse derived fuels;
- energy recovery by a range of thermal treatments including incineration, gasification, pyrolysis, co-incineration / co-combustion and the use of Refuse Derived Fuels / Solid Recovered Fuels (RDF/SRF); and
- landfill or land-raising including the recovery of energy from landfill gas.

11.22

Every type of development, redevelopment and regeneration project, including town centres, retail parks and leisure facilities as well as industrial and commercial business parks, should:

- promote the minimisation of waste in site development such as the separation of different waste materials for recycling and reuse;
- maximise the use of recycled materials in construction and encourage developers and contractors to specify these materials wherever possible;
- provision of infrastructure that facilitates and meet the needs of local residents, business and industry for segregated storage, collection and recycling of waste materials;
- incorporate sufficient space to separate and store segregated waste streams waste and enable kerbside collection of materials;
- adopt best practice techniques to prevent and minimise waste during the design and construction phases of development; and
- promote the use of site waste management plans.

11.23

Commercial and industrial planning proposals should be encouraged to exploit significant opportunities that are likely to exist to increase the extent of on-site recovery of commercial and industrial wastes\(^\text{161}\).

11.24

Waste Disposal Authorities (WDA’s) should undertake detailed assessment of the need for intermediate treatment and energy recovery facilities in their areas during the life of their Municipal Waste Management Strategy (MWMS). This will mean the early assessment of progress in waste minimisation, raising recycling rates and reducing residual waste arisings in order to provide sufficient time to plan and construct facilities to assist in achieving later, more stringent targets.
11.25
It is also recognised that new waste treatment technologies and innovations, may become available which provide for increased sustainability and financial viability. The introduction of new waste treatment technologies to serve all waste streams is supported subject to proven success in terms technical development, financial viability and sustainability appraisal.

Policy EM12 – Proximity Principle
Waste planning, disposal and collection authorities are encouraged to work towards regional and sub regional self sufficiency. Facilities for the treatment and disposal of municipal commercial and industrial waste should be sited as close as possible to the source of the waste in order to satisfy the proximity principle. Local Authorities should use sustainable development principles and advice set out in the Regional Transport Strategy to ensure that waste management facilities are sited so as to avoid the unnecessary transportation of waste material over long distances.

11.26
Local Planning Authorities should have regard to the integration that is required within the waste management and recycling industries. They should ensure that there is an adequate range and capacity of facilities to support the collection, handling, sorting and separation of wastes and recyclates, pre-treatment of wastes, composting and bulk handling. Such facilities should normally be located close to the concentration of waste arisings or at the end processing or disposal facilities. The benefits of co-locating waste handling, re-processing and disposal facilities should be recognised. Local Authorities will ensure that there are convenient and accessible 'Bring' systems / facilities for the public to deposit waste.

Policy EM13 – Provision of Nationally, Regionally and Sub-Regionally Significant Waste Management Facilities
Plans, strategies, proposals and schemes should provide for an appropriate type, size and mix of development opportunities to support the waste management facilities and bring forward and safeguard sites for waste management facilities that will deliver the capacity to deal with the indicative volumes of municipal, commercial and industrial and hazardous waste in each sub-region, as set out in Tables 9.3, 9.4 and 9.5 respectively.

Plans and Strategies should identify locations for waste management facilities and allocate suitable sites for the provision of facilities up to 2020. When identifying these sites, account should be taken of the scope for co-location of complementary activities, such as resource recovery parks, to support the provision of adequate reprocessing and re-manufacturing capacity.

Where it is appropriate at the sub-regional level, waste planning, disposal and collection authorities should work together to produce joint local development documents and waste management strategies in partnership with the Environment Agency, the waste management industry, the NWRA and other stakeholders.

11.27
With respect to municipal waste it is generally expected that new primary residual waste treatment capacity will be located within the Waste Planning Authority area in which the waste arises. The capacity gap is clear as all the treatment capacity is new. However, secondary treatments such as energy recovery from RDF and specific material reproprocessors for recycle are more likely to be located on a regional strategic basis. Energy recovery through substitution of RDF for fossil fuels in existing power generation or process industries may also be developed to meet strategic needs.

11.28
Waste arisings and suitable locations for economically viable waste management facilities are not determined by administrative boundaries. Strategic facilities will be required where viability is dependent on economies of scale and logistics for supply of inputs and treatment products. Every effort should be made to minimise the need to export waste outside the region, apart from in the case of specific hazardous wastes or in exceptional sub regional circumstances. Co-ordinated approaches and joint working is encouraged between sub regions, in partnership with the waste management industry. The inter-regional movement of waste may be appropriate where this is assessed to be the most sustainable option.

11.29
The North West currently provides commercial and industrial waste management facilities that are important on a national scale (UK). Additional development of such strategic facilities should be assessed in the national (UK) context of sustainability.

11.30
Producer responsibility legislation in particular through EU Directives and rising costs of landfill disposal (including the increasing landfill tax burden) is placing pressures on commerce and industry to minimise its waste production and to treat, recycle and reuse its waste materials. These pressures are also driving requirements for new waste treatment and processing capacity. Increasing sorting and segregation of waste into specific materials will result in a requirement for specialised treatment and processing which can only be developed through economies of scale at a regional or national (UK) level. The logistics of waste collection transport and process will increase the demand for strategic regional and national sites and facilities. Strategic facilities will include:

• hazardous waste treatment;
• recovery of energy from refuse derived fuels;
• re-processing capacity for source segregated recyclate;
• new landfill development.
Further research by local authorities, the North West Development Agency, private landowners and other regional partners into the development of the integrated waste/reprocessing park concept is encouraged.

11.31
Landowners, waste management companies, local planning authorities, waste planning authorities (WPAs), waste disposal authorities (WDAs), waste collection authorities (WCAs) and the Environment Agency should work together to identify suitable landfill disposal sites, for hazardous, non-hazardous wastes including municipal waste residues that can be brought forward through the planning and licensing regimes over the life of this Strategy.

11.32
Some facilities will need to be located outside the main urban areas in order to ensure an adequate buffer between local communities and minimise any adverse impacts from waste management activities. Local authorities should safeguard existing, proposed and allocated waste management facilities and their appropriate buffer zones from encroachment by other forms of development, which would inhibit their operation and contribution to achieving the regions waste targets.

11.33
The large urban areas, as the biggest producers of waste, are unlikely to meet planning and other requirements for the development of landfill facilities. They will need to provide opportunities for developing waste management treatments higher up the waste hierarchy. Largely urban WPAs with little or no opportunities for landfill should contribute to the overall strategy by accommodating more treatment capacity than otherwise might be planned for, where consistent with RSS and the Key Planning Objectives in PPS10. Waste arisings in rural areas demand different considerations for collection and treatment; small scale community projects may be particularly suitable for such locations.

11.34
Economies of scale may see capacity being shared between the waste streams and any resulting investment may also help to achieve greater recovery from the industrial and commercial sectors.

11.35
The Regional Waste Strategy recognises the importance of new environmental technologies in fulfilling the above and WDAs \ WCA’s should seek to encourage links between the waste management sector and re-processing/manufacturing sectors at a strategic level.

Future Capacity Requirements for Waste Management Facilities

a) Commercial and Industrial Waste

11.36
Commercial and industrial sources account for almost 75% of the waste produced in the North West (excluding construction, agricultural and mining waste) and are therefore most detrimental to the environment. Its effective management calls for a range of region-wide facilities, which will vary over time according to mainly economic factors like the rise in landfill tax. The available baseline data and information on waste management capacity and waste arisings and projected capacity requirements is inadequate to provide indicative projections of the gap between existing and planned capacity and medium and long term requirements. This matter will be addressed through publication of updated information in RWS annual monitoring reports. However, between now and 2020 the typical annual capacity requirement for the management of commercial and industrial waste is shown in Table 11.3 below[166]. This capacity is primarily based upon existing waste management patterns and the achievement of the Regional Waste Strategy targets.

<table>
<thead>
<tr>
<th>Sub Regional Area</th>
<th>Composting Capacity (000's Tonnes)</th>
<th>Treatment / Recycling Capacity (000's Tonnes)</th>
<th>Thermal Capacity (000's Tonnes)</th>
<th>Annual Landfill Requirement (000's Tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cheshire</td>
<td>0</td>
<td>825</td>
<td>35</td>
<td>390</td>
</tr>
<tr>
<td>Cumbria</td>
<td>0</td>
<td>385</td>
<td>15</td>
<td>350</td>
</tr>
<tr>
<td>Lancashire (including Blackburn with Darwen and Blackpool)</td>
<td>0</td>
<td>1,000</td>
<td>2</td>
<td>780</td>
</tr>
<tr>
<td>Greater Manchester</td>
<td>0</td>
<td>1,500</td>
<td>35</td>
<td>1,375</td>
</tr>
<tr>
<td>Merseyside</td>
<td>0</td>
<td>720</td>
<td>0</td>
<td>556</td>
</tr>
<tr>
<td>Warrington &amp; Halton</td>
<td>0</td>
<td>400</td>
<td>5</td>
<td>460</td>
</tr>
<tr>
<td>North West Total</td>
<td>0</td>
<td>4,830</td>
<td>92</td>
<td>3,911</td>
</tr>
</tbody>
</table>

Table 11.3 – Indicative Capacity of Commercial & Industrial Arisings Per annum to 2020[167]
11.37
The implications of the government’s Landfill Directive make arrangements for the future management of hazardous waste uncertain. Key issues will be the classification and treatment of waste and the need to stop the co-disposal of hazardous and non-hazardous waste. The requirements of the EC Hazardous Waste Directive have led to more types of waste being classified as hazardous, for example motor vehicles that are no longer useable, and the vast majority of this will now have to be pre-treated to reduce its hazard or volume: factors which indicate an increased demand for new waste treatment facilities and capacity. Recent figures for the management of special waste within the region are shown in Table 11.4, but do not take into account either the increase in levels of hazardous waste that reclassification will create or potential changes in the way it is imported and exported to and from the region.

b) Municipal Waste Management Facilities

11.38
Despite recent increases in the rate of recycling and composting, local authorities still rely heavily on landfill facilities for the disposal of municipal waste. The Landfill Allowance Trading Scheme (LATS)\textsuperscript{169} and introduction of severe penalties for authorities that exceed their allowance should lead to a reduction in this form of disposal. New facilities will be required to divert waste that is not recycled or composted away from landfill by intermediate treatment and using it as end products in processes such as energy recovery from Solid Recovered Fuel (SRF).

11.39
Based on information from the North West RTAB\textsuperscript{170}, Table 11.5 forecasts the amount of domestic waste likely to arise between 2005 and 2020 and provides a guide for local authorities and developers as to the way it can be managed, using a range of facilities, to meet EU, national and regional targets. The precise size and mix of these facilities will vary over time and will be dependant upon the success of waste minimisation, recycling and composting initiatives and the development of new technologies and strategies for waste management.

Policy EM14 – Radioactive Waste

Plans and strategies should continue to support the North West as a centre of national and international expertise in the fields of nuclear fuel fabrication, reprocessing, radioactive waste management and decommissioning.

<table>
<thead>
<tr>
<th>Table 11.4 – Indicative Capacity of Hazardous Waste Management Per annum to 2020\textsuperscript{168}</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Hazardous Waste managed in the North West (000's Tonnes)</td>
</tr>
<tr>
<td>837.16</td>
</tr>
</tbody>
</table>

11.40
In April 2005, sites operated by British Nuclear Fuels plc (BNFL) in Cheshire, Lancashire and Cumbria including the Sellafield reprocessing facilities and the now closed Calder Hall Magnox Nuclear Power Station, became the responsibility of the Nuclear Decommissioning Authority. British Energy plc operates two Advanced Gas Cooled Reactor (AGR) power stations in Lancashire.

11.41
Arrangements for the long-term management and disposal of radioactive wastes are a national issue. The Nuclear Decommissioning Authority has published a draft consultation strategy which aims to secure, through completed contracts, the progressive decommissioning of reprocessing facilities and nuclear power stations in the region over the next ten to twenty years\textsuperscript{171}.

11.42
Enhanced focus on decommissioning is anticipated to generate growing volumes of Low Level (LLW) and Intermediate Level (ILW) waste in the Region. Small amounts of radioactive waste are also produced by local industry, universities and hospitals. The majority of the solid LLW produced in the UK is transferred to the Drigg shallow surface disposal site in Copeland. Most of the UK’s ILW is conditioned and transferred into passive safe surface stores at Sellafield, pending national agreement on a long-term waste management strategy. Liquid High Level Waste, a by-product of reprocessing, is stored to cool in surface tanks at Sellafield for a period of years and then subject to a process of ‘vitrification’ pending policy clarification.

Policy EM15 – A Framework For Sustainable Energy In The North West

Plans and strategies should promote sustainable energy production and consumption in accordance with the principles of the Energy Hierarchy set out in Figure 11.2 and within the Regional Sustainable Energy Strategy.

All public authorities should in their own proposals and schemes (including refurbishment) lead by example to emphasise their commitment to reducing the annual consumption of energy and, the potential for sustainable energy generation, and facilitate the adoption of good practice by the widest range of local stakeholders.

\textsuperscript{165} including construction & demolition waste
\textsuperscript{166} Based on Environment Agency Strategic Waste Management Assessment 2002\textsuperscript{12}
\textsuperscript{167} "A Waste Strategy for the North West - The Challenge Ahead", Banks Foundation, Spring 2004
\textsuperscript{169} Landfill Allowance and Trading Scheme (England) Regulations 2004 and the Landfill Allowances and Trading Scheme (England) (Amendment) Regulations 2005
\textsuperscript{170} RTAB Annual Monitoring Report, 2005
### Table 11.5 - Indicative Capacity Requirements for Municipal Waste Arisings 2005 – 2020

<table>
<thead>
<tr>
<th>Sub Regional Area</th>
<th>Predicted Waste Arisings (000's tonnes pa)</th>
<th>Composting Facilities (000's tonnes pa)</th>
<th>Material Recovery Facilities (MRF’s) (000's tonnes pa)</th>
<th>Residual Waste Treatment (MBT/RDF/EfW) Facilities (000's tonnes pa)</th>
<th>Total Residual Landfill Capacity Requirement (000's cubic metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cheshire</td>
<td>490 515 515</td>
<td>75 80 80</td>
<td>100 155 155</td>
<td>100 285 455</td>
<td>9,250 4,185 2,893</td>
</tr>
<tr>
<td>Cumbria</td>
<td>360 380 380</td>
<td>55 55 55</td>
<td>75 115 115</td>
<td>100 210 345</td>
<td>1,655 725 530</td>
</tr>
<tr>
<td>Greater Manchester (Including Wigan)</td>
<td>1,765 1,850 1,850</td>
<td>265 300 300</td>
<td>350 560 560</td>
<td>300 800 1,580</td>
<td>2,318 1,103 807</td>
</tr>
<tr>
<td>Lancashire (including Blackburn with Darwen and Blackpool)</td>
<td>895 930 930</td>
<td>90 140 140</td>
<td>180 280 280</td>
<td>200 450 790</td>
<td>4,634 2,129 1,556</td>
</tr>
<tr>
<td>Merseyside</td>
<td>995 1,050 1,050</td>
<td>150 160 160</td>
<td>200 315 315</td>
<td>400 575 890</td>
<td>4,698 2,045 1,494</td>
</tr>
<tr>
<td>Warrington &amp; Halton</td>
<td>205 215 215</td>
<td>45 65 65</td>
<td>45 65 65</td>
<td>50 100 190</td>
<td>1,054 472 345</td>
</tr>
<tr>
<td>North West Total</td>
<td>665 770 770</td>
<td>950 1,490 1,490</td>
<td>1,250 2,420 4,250</td>
<td>24,000 (3,000 pa (1,814 pa (1,327 pa in 2010) in 2015) from 2020)</td>
<td></td>
</tr>
</tbody>
</table>
11.43

The production, security of supply and efficient use of energy is essential to 21st Century society and the increase in global demand will have an impact on life in the North West. The Government’s 2003 Energy White Paper\textsuperscript{173} recognises the scale of the challenge faced and sets out strategic priorities for UK energy policy\textsuperscript{174}. These have been developed further in the North West Sustainable Energy Strategy\textsuperscript{175}, which supports national targets to reduce CO2 emissions through a combination of approaches pursued as initiatives in parallel.

**Policy EM16 – Energy Conservation & Efficiency**

Local authorities, energy suppliers, construction companies, developers, transport providers and other organisations must ensure that their approach to energy is based on minimising consumption and demand, promoting maximum efficiency and minimum waste in all aspects of local planning, development and energy consumption. To support this, Distribution Network Operators\textsuperscript{176} should make effective provision for required energy network upgrades in terms of distribution connections and substations.

Plans and strategies must actively facilitate reductions in energy requirements and improvements in energy efficiency by incorporating robust policies which:

- Require minimum energy efficiency standards equivalent to the Energy Savings Trust’s current best practice for new development and refurbishment schemes\textsuperscript{177};
- Promote the implementation of energy conservation measures and efficiency of design, layout, location and use of materials\textsuperscript{178} and natural resources in new buildings and refurbishment schemes.

11.44

The government recommends that the move towards a sustainable energy system should concentrate on reducing demand and increasing energy efficiency, which it believes play a bigger role in reducing CO2 emissions than renewable energy and carbon emissions trading combined. Organisations across the North West can make a significant contribution to this bid. Efforts to improve energy efficiency include:

- eliminating unnecessary energy use;
- reducing demand, for example, by positioning buildings to take advantage of solar heat and improving their thermal insulation;
- ensuring that processes, systems and equipment are working at optimum level to deliver the maximum output per unit of energy consumed;
- using combined heat and power (CHP) where possible, for example within institutional or mixed use schemes; and
- recognising the benefits of and making effective provision for sustainable travel and access via public transport, walking and cycling, in line with policies RT1 and RT7.

This approach is in line with the Proposed Code for Sustainable Homes\textsuperscript{179}.

11.45

The energy efficiency targets in the Energy White Paper are expressed in terms of savings in greenhouse gas emissions, and it may be appropriate for regional targets to developed on the same basis in the future. However, at present, the evidence base does not exist to inform the setting of a regional target. Therefore, work to develop targets for reduced energy consumption will be considered in a future review of RSS.

**Policy EM17 – Renewable Energy**

In line with the North West Sustainable Energy Strategy, by 2010 at least 10% (rising to at least 15% by 2015 and at least 20% by 2020) of the electricity supplied in the North West should be provided from renewable energy sources. To achieve this, new renewable energy generation capacity...
should be developed in order meet as a minimum the indicative capacity targets set out in Tables 11.6 and 11.7a-c. Meeting these targets is not a reason to refuse otherwise acceptable development proposals.

Local authorities should work with stakeholders in the preparation of sub regional studies of renewable energy resources so as to gain a thorough understanding of the supplies available and how they can best be used to meet national, regional and local targets. These studies should form the basis for:

- informing a future review of RSS to identify broad locations where development of particular types of renewable energy may be considered appropriate; and
- establishing local strategies for dealing with renewable resources, setting targets for their use which can replace existing sub regional targets for the relevant authorities.

Proposals and schemes for renewable energy, whether for generation or heating, will be supported where they:

- contribute towards achieving the capacities set out in Table 11.6 and 11.7a-c;
- provide mitigation on the impacts of wider environmental, economic and social disbenefits; and
- are acceptable in terms of:
  - anticipated effects on the local amenity resulting from development construction and operation of schemes (eg. air quality, atmospheric emissions, noise, odour, water pollution and the disposal of waste);
  - acceptability of the location scale of the proposal and its visual impact in relation to the character and sensitivity of the surrounding landscape;
  - cumulative impact of the development in relation to other similar developments;
  - effect on the region’s World Heritage Sites and other local and internationally designated sites, areas or their settings;
  - effect of development on nature conservation features, biodiversity and geodiversity, including sites, habitats and species;
  - maintenance of the openness of the region’s Green Belt;
  - accessibility by the local transport network;
  - effect on agriculture and other land based industries;
  - availability of a suitable connection to the electricity distribution network which takes account of visual impact;
  - integration of the proposal with existing or new development; and
  - proximity to the renewable fuel source such as wood-fuel biomass processing plants within or close to the region’s major woodlands and forests.
- encourage the integration of combined heat and power (CHP), including micro CHP into development.

Developers must engage with local communities at an early stage of the development process prior to submission of any proposals and schemes for approval under the appropriate legislation.

Plans and strategies should encourage the use of smaller scale community and on site renewable energy projects. In order to achieve the targets set out in Table 11.6 and 11.7a-c, all proposals and schemes for new non residential developments above a threshold of 1,000m² and all residential developments comprising 10 or more units, should incorporate renewable energy production to provide at least 10% of the development’s predicted energy requirement.

11.46

In the short to medium term, the majority of the power generated in the North West will continue to come from the large-scale nuclear, coal and gas-fired power stations that supplied around 80% of the region’s electricity in 2001. However, as fossil fuel resources are in serious decline and nuclear stations are scheduled to close, the UK is likely to become a major importer of energy during the next two decades. Much of the region’s existing capacity for generating power is from long term unsustainable non-renewable sources, although there may still be a role for cleaner coal production. Renewable energy technologies must now be developed to support an increasing proportion of the region’s capacity for generating electricity, so as to meet (and exceed) the regional and sub regional targets shown in Table 11.6 and 11.7a-c. The replacement of non-renewable capacity by improved energy efficiency and Combined Heat & Power (CHP), will bring new economic opportunities to the region, as part of a strategic and sustainable approach to energy.

11.47

Each renewable technology has its own locational characteristics and requirements and different areas will be better suited to different technologies.

11.48

In line with PPS22, developers must consult and engage with local communities at an early stage of the development process prior to submission of any proposals and schemes for approval under the appropriate legislation.

11.49

Micro-generation has the potential to play a significant role in moving towards the Government’s objective of sustainable, reliable and affordable energy for all, delivered through competitive markets. The Energy White Paper acknowledges the contribution micro-generation could make towards the UK Government’s vision of the energy system in 2020.

11.50

Government policy is quite clear that diversity in the provision of energy is fundamental and that it is essential to maintain electricity supply system security. Therefore whilst renewable energy and micro-generation have an important role to play, there will be a continued need for other electricity generation including potentially nuclear and clean coal generation technologies.

177 See publications listed at http://www.est.org.uk/housingbuildings/publications
181 Where it is claimed that such a requirement would be non-viable in relation to a particular proposal, the claim should be supported by a development appraisal substantiating the claim of no-viability with regard to the type of development proposed, its location, and design or the existence of any insurmountable technical problems
183 The replacement of non-renewable capacity by improved energy efficiency and Combined Heat & Power (CHP), will bring new economic opportunities to the region, as part of a strategic and sustainable approach to energy.

184 Government policy is quite clear that diversity in the provision of energy is fundamental and that it is essential to maintain electricity supply system security. Therefore whilst renewable energy and micro-generation have an important role to play, there will be a continued need for other electricity generation including potentially nuclear and clean coal generation technologies.
Details on how the figures in Table 11.6 were derived are set out in the RSS Technical Appendix Consultation paper on “Strategy for the promotion of Microgeneration and the Low Carbon Buildings Programme”, DTI, June 2005. See http://www.dti.gov.uk/consultations/consultation-1504.html

On 29 November 2005, the Government announced a review of UK energy policy and to bring forward policy proposals in 2006. The Terms of Reference of the Review, are broad in scope including aspects of both energy supply and demand and will focus on policy measures to help us deliver our objectives beyond 2010. The Review will aim to ensure the UK is on track to meet the goals of the 2003 Energy White Paper in the medium and long term

This category is assumed to consist of a variety of different scales of domestic, commercial and “motorway” scheme with an average size of 2kW

<table>
<thead>
<tr>
<th>Renewable Energy Type / Scale</th>
<th>Existing Generating Capacity in 2005</th>
<th>Indicative Target for Total Generating Capacity in 2010 (including existing schemes)</th>
<th>Indicative Target for Total Generating Capacity in 2015 (including existing schemes)</th>
<th>Indicative Target for Total Generating Capacity in 2020 (including existing schemes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offshore wind farms</td>
<td>No of schemes (MW)</td>
<td>No of schemes</td>
<td>Capacity (MW)</td>
<td>Energy Output (GWh / yr)</td>
</tr>
<tr>
<td>On-shore wind farms</td>
<td>35 - 51</td>
<td>600</td>
<td>1,183</td>
<td>44 - 62</td>
</tr>
<tr>
<td>On-shore wind clusters</td>
<td>16</td>
<td>68.9</td>
<td>30</td>
<td>45</td>
</tr>
<tr>
<td>Single large wind turbines</td>
<td>Small</td>
<td>Small</td>
<td>50</td>
<td>1.5</td>
</tr>
<tr>
<td>Bldg.-mounted micro-wind turbines</td>
<td>0</td>
<td>0</td>
<td>1,000</td>
<td>1</td>
</tr>
<tr>
<td>Biomass-fuelled CHP / electricity schemes</td>
<td>2</td>
<td>11.1</td>
<td>7</td>
<td>31.1</td>
</tr>
<tr>
<td>Biomass co-firing</td>
<td>2</td>
<td>103</td>
<td>2</td>
<td>103</td>
</tr>
<tr>
<td>Anaerobic digestion of farm biogas</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>Hydro power</td>
<td>9</td>
<td>2.7</td>
<td>12</td>
<td>3.5</td>
</tr>
<tr>
<td>Solar photovoltaics</td>
<td>V small</td>
<td>V small</td>
<td>1,000</td>
<td>2</td>
</tr>
<tr>
<td>Tidal energy</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Wave energy</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Energy from waste</td>
<td>52</td>
<td>113.4</td>
<td>52</td>
<td>113.4</td>
</tr>
<tr>
<td>Landfill gas</td>
<td>16</td>
<td>13.4</td>
<td>16</td>
<td>13.4</td>
</tr>
<tr>
<td>Thermal treatment of municipal / industrial waste</td>
<td>1</td>
<td>10.5</td>
<td>1</td>
<td>10.5</td>
</tr>
<tr>
<td>TOTAL</td>
<td>97</td>
<td>312.5</td>
<td>215 - 229</td>
<td>1,231.4</td>
</tr>
</tbody>
</table>
Table 11.7a Indicative Sub-Regional Breakdown\textsuperscript{187} of Target for Total Generating Capacity in 2010 (including existing schemes)

<table>
<thead>
<tr>
<th>Indicative Renewable Energy Generation Type/Size</th>
<th>Region-Wide Targets</th>
<th>Blackpool, Blackburn &amp; Darwen</th>
<th>Cheshire</th>
<th>Cumbria</th>
<th>Greater Manchester</th>
<th>Lancashire</th>
<th>Merseyside</th>
<th>Warrington &amp; Halton</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offshore wind farms</td>
<td>3 (297)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>3 (297)</td>
</tr>
<tr>
<td>On-shore wind farms</td>
<td>-</td>
<td>2-3 (37.5)</td>
<td>5-7 (82.5)</td>
<td>13-18 (210)</td>
<td>5-7 (90)</td>
<td>9-13 (157.5)</td>
<td>2 (15)</td>
<td>1 (7.5)</td>
<td>37-51 (600)</td>
</tr>
<tr>
<td>Single large wind turbines</td>
<td>-</td>
<td>1 (1.5)</td>
<td>3 (4.5)</td>
<td>4 (9)</td>
<td>8 (12)</td>
<td>6 (9)</td>
<td>6 (9)</td>
<td>2 (3)</td>
<td>30 (45)</td>
</tr>
<tr>
<td>Small stand-alone wind turbines</td>
<td>-</td>
<td>1 (0.06)</td>
<td>8 (0.24)</td>
<td>10 (0.3)</td>
<td>12 (0.36)</td>
<td>8 (0.24)</td>
<td>8 (0.24)</td>
<td>2 (0.06)</td>
<td>50 (1.5)</td>
</tr>
<tr>
<td>Bldg.-mounted micro-wind turbines</td>
<td>-</td>
<td>-</td>
<td>95 (0.095)</td>
<td>75 (0.075)</td>
<td>370 (0.37)</td>
<td>205 (0.205)</td>
<td>190 (0.19)</td>
<td>65 (0.065)</td>
<td>1,000 (1)</td>
</tr>
<tr>
<td>Biomass-fuelled CHP / electricity schemes</td>
<td>-</td>
<td>0</td>
<td>1 (4)</td>
<td>2 (8)</td>
<td>1 (4)</td>
<td>1 (9)</td>
<td>1 (4)</td>
<td>1 (2.1)</td>
<td>7 (31.1)</td>
</tr>
<tr>
<td>Biomass co-firing</td>
<td>2 (103)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2 (103)</td>
</tr>
<tr>
<td>Anaerobic digestion of farm biogas</td>
<td>-</td>
<td>0</td>
<td>1 (2)</td>
<td>1 (2)</td>
<td>1 (2)</td>
<td>1 (2)</td>
<td>1 (2)</td>
<td>0</td>
<td>5 (10)</td>
</tr>
<tr>
<td>Hydro power</td>
<td>-</td>
<td>0</td>
<td>8 (2.4)</td>
<td>2 (1)</td>
<td>2 (0.1)</td>
<td>0</td>
<td>0</td>
<td>12 (3.5)</td>
<td></td>
</tr>
<tr>
<td>Solar photovoltaics\textsuperscript{188}</td>
<td>-</td>
<td>With in Lancashire figures</td>
<td>95 (0.19)</td>
<td>75 (0.15)</td>
<td>370 (0.74)</td>
<td>205 (0.41)</td>
<td>190 (0.38)</td>
<td>65 (0.13)</td>
<td>1,000 (2)</td>
</tr>
<tr>
<td>Tidal energy</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>Wave energy</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>Energy from waste</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landfill gas</td>
<td>-</td>
<td>1 (0.5)</td>
<td>7 (16.2)</td>
<td>6 (5.4)</td>
<td>13 (23.7)</td>
<td>13 (19.7)</td>
<td>7 (13.5)</td>
<td>5 (34.4)</td>
<td>52 (113.4)</td>
</tr>
<tr>
<td>Sewage gas</td>
<td>-</td>
<td>0</td>
<td>3 (0.7)</td>
<td>0</td>
<td>5 (8.5)</td>
<td>4 (1.2)</td>
<td>2 (2.0)</td>
<td>2 (1.0)</td>
<td>16 (13.4)</td>
</tr>
<tr>
<td>Thermal treatment of municipal / industrial waste</td>
<td>-</td>
<td>With in Lancashire figures</td>
<td>0</td>
<td>0</td>
<td>1 (10.5)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1 (10.5)</td>
</tr>
<tr>
<td>Total\textsuperscript{189}</td>
<td>5 (400)</td>
<td>6-7 (39.6)</td>
<td>28-30 (110.4)</td>
<td>44-49 (237.3)</td>
<td>48-50 (153.2)</td>
<td>44-48 (199.4)</td>
<td>27 (46.3)</td>
<td>13 (48.2)</td>
<td>215-229 (1,231.4)</td>
</tr>
</tbody>
</table>

\textsuperscript{187} Figures in Table 11.7a are numbers of schemes. Installed capacities are shown in brackets.

\textsuperscript{188} This category is assumed to consist of a variety of different scales of domestic, commercial and “motorway” scheme.

\textsuperscript{189} All totals are exclusive of micro wind and photovoltaics installation.
### Table 11.7b Indicative Sub-Regional Breakdown\(^{190}\) of Target for Total Generating Capacity in 2015 (including existing schemes)

<table>
<thead>
<tr>
<th>Indicative Renewable Energy Generation Type/Size</th>
<th>Region-Wide Targets</th>
<th>Blackpool, Blackburn &amp; Darwen</th>
<th>Cheshire</th>
<th>Cumbria</th>
<th>Greater Manchester</th>
<th>Lancashire</th>
<th>Merseyside</th>
<th>Warrington &amp; Halton</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offshore wind farms</td>
<td>4 (747)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>4 (747)</td>
</tr>
<tr>
<td>Onshore wind farms</td>
<td>-</td>
<td>2-3 (37.5)</td>
<td>7-10 (120)</td>
<td>15-21 (247.5)</td>
<td>6-8 (97.5)</td>
<td>11-17 (195)</td>
<td>2 (15)</td>
<td>1 (7.5)</td>
<td>44-62 (720)</td>
</tr>
<tr>
<td>Onshore wind clusters</td>
<td>-</td>
<td>1 (1.5)</td>
<td>6 (9)</td>
<td>6 (9)</td>
<td>14 (21)</td>
<td>10 (15)</td>
<td>10 (15)</td>
<td>3 (4.5)</td>
<td>50 (75)</td>
</tr>
<tr>
<td>Small stand-alone wind turbines</td>
<td>-</td>
<td>3 (0.09)</td>
<td>12 (0.36)</td>
<td>15 (0.45)</td>
<td>18 (0.54)</td>
<td>12 (0.36)</td>
<td>12 (0.36)</td>
<td>3 (0.09)</td>
<td>75 (2.3)</td>
</tr>
<tr>
<td>Bldg.-mounted micro-wind turbines</td>
<td>-</td>
<td>With in Lancashire figures</td>
<td>950 (0.95)</td>
<td>750 (0.75)</td>
<td>3,700 (3.7)</td>
<td>2,050 (2.05)</td>
<td>1,900 (1.9)</td>
<td>650 (0.65)</td>
<td>10,000 (10)</td>
</tr>
<tr>
<td>Biomass-fuelled CHP / electricity schemes</td>
<td>-</td>
<td>0</td>
<td>2 (9)</td>
<td>3 (13)</td>
<td>2 (9)</td>
<td>2 (14)</td>
<td>2 (9)</td>
<td>1 (2.1)</td>
<td>12 (56.1)</td>
</tr>
<tr>
<td>Biomass co-firing</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>Anaerobic digestion of farm biogas</td>
<td>-</td>
<td>1 (2)</td>
<td>2 (4)</td>
<td>2 (4)</td>
<td>2 (4)</td>
<td>2 (4)</td>
<td>1 (2)</td>
<td>0</td>
<td>10 (20)</td>
</tr>
<tr>
<td>Hydro power</td>
<td>-</td>
<td>0</td>
<td>8 (2.4)</td>
<td>2 (1)</td>
<td>2 (0.1)</td>
<td>0</td>
<td>0</td>
<td>12 (3.5)</td>
<td></td>
</tr>
<tr>
<td>Solar photovoltaics (^{191})</td>
<td>-</td>
<td>With in Lancashire figures</td>
<td>2,375 (4.75)</td>
<td>1,875 (3.75)</td>
<td>9,250 (18.5)</td>
<td>5,125 (10.25)</td>
<td>4,750 (9.5)</td>
<td>1,625 (3.25)</td>
<td>25,000 (50)</td>
</tr>
<tr>
<td>Tidal energy</td>
<td>2 (30)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2 (30)</td>
</tr>
<tr>
<td>Wave energy</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0</td>
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<tr>
<td>Energy from waste</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landfill gas</td>
<td>-</td>
<td>1 (0.5)</td>
<td>2 (8.7)</td>
<td>3 (3.9)</td>
<td>2 (12)</td>
<td>6 (13.8)</td>
<td>3 (9.7)</td>
<td>2 (30.5)</td>
<td>19 (79.1)</td>
</tr>
<tr>
<td>Sewage gas</td>
<td>-</td>
<td>0</td>
<td>3 (0.7)</td>
<td>0</td>
<td>5 (8.5)</td>
<td>4 (1.2)</td>
<td>2 (2.0)</td>
<td>2 (1.0)</td>
<td>16 (13.4)</td>
</tr>
<tr>
<td>Thermal treatment of municipal / industrial waste</td>
<td>-</td>
<td>With in Lancashire figures</td>
<td>1 (25)</td>
<td>0</td>
<td>2 (100.5)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3 (125.5)</td>
</tr>
<tr>
<td>Total (^{192})</td>
<td>6</td>
<td>(777)</td>
<td>8-9 (41.6)</td>
<td>35-38 (182.5)</td>
<td>52-58 (284.8)</td>
<td>53-55 (276.2)</td>
<td>49-55 (255.8)</td>
<td>32 (64.5)</td>
<td>12 (49.6)</td>
</tr>
</tbody>
</table>

\(^{190}\) Figures in Table 11.7b are numbers of schemes. Installed capacities are shown in brackets. This category is assumed to consist of a variety of different scales of domestic, commercial and “motorway” scheme. With domestic PV now encouraged via the Building Regulations the number of domestic installations increases greatly.

\(^{191}\) Bldg.-mounted micro-wind turbines and solar photovoltaics are assumed to consist of a variety of different scales of domestic, commercial and “motorway” scheme.

\(^{192}\) All totals are exclusive of micro wind and photovoltaics installations.
**Table 11.7c Indicative Sub-Regional Breakdown**<sup>193</sup> of Target for Total Generating Capacity in 2020 (including existing schemes)

<table>
<thead>
<tr>
<th>Indicative Renewable Energy Generation Type/Size</th>
<th>Region-Wide Targets</th>
<th>Blackpool, Blackburn &amp; Darwen</th>
<th>Cheshire</th>
<th>Cumbria</th>
<th>Greater Manchester</th>
<th>Lancashire</th>
<th>Merseyside</th>
<th>Warrington &amp; Halton</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offshore wind farms</td>
<td>5 (1,347)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>5 (1,347)</td>
</tr>
<tr>
<td>On-shore wind farms</td>
<td>-</td>
<td>2-3 (37.5)</td>
<td>7-10 (120)</td>
<td>15-21 (247.5)</td>
<td>6-8 (97.5)</td>
<td>11-17 (195)</td>
<td>2 (15)</td>
<td>1 (7.5)</td>
<td>44-62 (720)</td>
</tr>
<tr>
<td>On-shore wind clusters</td>
<td>-</td>
<td>1 (1.5)</td>
<td>6 (9)</td>
<td>6 (9)</td>
<td>14 (21)</td>
<td>10 (15)</td>
<td>10 (15)</td>
<td>3 (4.5)</td>
<td>50 (75)</td>
</tr>
<tr>
<td>Single large wind turbines</td>
<td>-</td>
<td>3 (0.09)</td>
<td>12 (0.36)</td>
<td>15 (0.45)</td>
<td>18 (0.54)</td>
<td>12 (0.36)</td>
<td>12 (0.36)</td>
<td>3 (0.09)</td>
<td>75 (2.3)</td>
</tr>
<tr>
<td>Small stand-alone wind turbines</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,900 (1.9)</td>
<td>1,500 (1.5)</td>
<td>7,400 (7.4)</td>
<td>4,100 (4.1)</td>
<td>3,800 (3.8)</td>
<td>1,300 (1.3)</td>
</tr>
<tr>
<td>Bldg-mounted micro-wind turbines</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>12 (0.45)</td>
<td>18 (0.04)</td>
<td>15 (0.09)</td>
<td>36 (0.09)</td>
<td>62 (0.09)</td>
</tr>
<tr>
<td>Anaerobic digestion of farm biogas</td>
<td>-</td>
<td>0</td>
<td>2 (9)</td>
<td>4 (18)</td>
<td>2 (9)</td>
<td>3 (19)</td>
<td>2 (9)</td>
<td>2 (42.1)</td>
<td>15 (106.1)</td>
</tr>
<tr>
<td>Hydro power</td>
<td>-</td>
<td>0</td>
<td>8 (2.4)</td>
<td>2 (1)</td>
<td>2 (0.1)</td>
<td>0</td>
<td>0</td>
<td>12 (3.5)</td>
<td></td>
</tr>
<tr>
<td>Solar photovoltaics</td>
<td>-</td>
<td>4,700 (9.5)</td>
<td>3,750 (7.5)</td>
<td>1,8500 (37)</td>
<td>10,250 (20.5)</td>
<td>9,500 (19)</td>
<td>3,250 (6.5)</td>
<td>50,000 (100)</td>
<td></td>
</tr>
<tr>
<td>Tidal energy</td>
<td>2 (30)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2 (30)</td>
</tr>
<tr>
<td>Wave energy</td>
<td>1 (30)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1 (30)</td>
<td>-</td>
<td>-</td>
<td>1 (30)</td>
</tr>
</tbody>
</table>

**Energy from waste**

<table>
<thead>
<tr>
<th>Region-Wide Targets</th>
<th>Blackpool, Blackburn &amp; Darwen</th>
<th>Cheshire</th>
<th>Cumbria</th>
<th>Greater Manchester</th>
<th>Lancashire</th>
<th>Merseyside</th>
<th>Warrington &amp; Halton</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landfill gas</td>
<td>-</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Sewage gas</td>
<td>-</td>
<td>0</td>
<td>3 (0.7)</td>
<td>0</td>
<td>5 (8.5)</td>
<td>4 (1.2)</td>
<td>2 (2.0)</td>
<td>2 (1.0)</td>
</tr>
<tr>
<td>Thermal treatment of municipal / industrial waste</td>
<td>-</td>
<td>With in Lancashire figures</td>
<td>1 (25)</td>
<td>0</td>
<td>2 (100.5)</td>
<td>1 (40)</td>
<td>1 (40)</td>
<td>1 (10)</td>
</tr>
<tr>
<td>Total</td>
<td>8</td>
<td>7-8</td>
<td>33-36</td>
<td>51-57</td>
<td>52-54</td>
<td>47-53</td>
<td>31</td>
<td>12</td>
</tr>
</tbody>
</table>

<sup>193</sup> Figures in Table 11.7c are numbers of schemes. Installed capacities are shown in brackets.

<sup>194</sup> This category is assumed to consist of a variety of different scales of domestic commercial and ‘motorway’ scheme. With domestic PV now encouraged via the Bldg. Regulations the number of domestic installations increases greatly.

<sup>195</sup> All totals are exclusive of micro wind and photovoltaics installations.
12. Manchester City Region

Background

12.1

The Manchester City Region196 is broadly composed of the ten Greater Manchester local authorities and the neighbouring districts of High Peak197, Congleton, Macclesfield, Vale Royal and Warrington198. It has economic and transport links with the city regions of Central Lancashire, Liverpool, and Leeds, in the Yorkshire and Humber Region.

12.2

As a major centre for economic activity, the Manchester City Region contributes almost half of the North West's total Gross Value Added (GVA)199 and offers the greatest potential for boosting its overall economic performance. Accordingly it is the focus of a significant proportion of the future development activity outlined in RSS within the North West's three city regions.

12.3

The vision for the Manchester City Region200 states that by 2025 the area will be:

“A world class city region at the heart of a thriving North”

• one of Europe's premier city regions, at the forefront of the knowledge economy, and with outstanding commercial, cultural and creative activities;
• world class, successfully competing internationally for investment, jobs and visitors;
• an area where all people have the opportunity to participate in, and benefit from, the investment in and development of their city;
• an area known for, and distinguished by, the quality of life enjoyed by its residents; and
• an area with GVA levels to match those of London and the South East.

Policy MCR1 – Manchester City Region Priorities

Plans and strategies in the Manchester City Region will:

• Support interventions necessary to achieve a significant improvement in the sub-region's economic performance by encouraging investment and sustainable development in the Regional Centre, and key locations in the southern part of the City Region, including Manchester Airport, where potential for growth is most favourable;
• Secure improvements, which will enable the inner areas and the northern parts of the City Region to capture growing levels of investment and reduce sub-regional disparities;
• Accommodate housing growth in locations that are accessible by public transport to areas with strong economic prospects. A high level of residential development will be encouraged in the inner areas to secure a significant increase in the population of these areas;
• Provide high quality housing to replace obsolete stock and where appropriate refurbish existing properties, to meet the needs of existing residents and attract and retain new population in order to support economic growth;
• Promote investment in the growth clusters and sectors identified in the Manchester City Region Development Programme201;
• Improve the City Region's internal and external transport links in line with the priorities for transport investment and management set out in Policy RT8;
• Maintain the role of Manchester Airport as the North of England's key international gateway in line with Policy RT3;
• Develop the role of Manchester as a key public transport interchange and gateway to the region in line with Policy RT1, and enhance the accessibility of the Regional Centre by public transport to support economic growth and to ensure that the rest of the City Region can fully share the benefits of the wide range of economic, cultural and other opportunities it provides. Investment should support Policies MCR2 and MCR4 in particular;

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196 Definition drawn from the Northern Way - First Growth Strategy Report (September 2004)
197 High Peak Borough Council is within the East Midlands Region
198 Warrington also features in the Liverpool City Region – see Policy MCR5 for the relevant policy approach to be applied to Warrington
199 Page 17, Manchester City Region Development Programme – Accelerating the Economic Growth of the North (June 2005) (see http://www.thenorthernway.co.uk/cityregions.html
200 The vision for the Manchester City Region was originally set out in the 2003 strategy for Greater Manchester “Sharing a Vision”, and has subsequently been updated to reflect the Northern Way Growth Strategy, adopted for the city region as a whole and reflected in the City Region Development Programme.
Manchester City Region Diagram

PT Wigan
Bolton
Bury
Rochdale
Oldham
Ashton
Altrincham
Stockport
Warrington
Northwich
Macclesfield
Peak District National Park covered by East Midlands RIS

Warrington is part of both Manchester and Liverpool Sub-regions

PT A KN RES im RIS

Key Public Transport Interchange

Arc of Opportunity

Regional towns and cities

Regional Centre (MCR2)

Inner Area (MCR2)

Southern Part (MCR3)

Northern Part (MCR4)

Warrington (MCR5)

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Manchester City Region Development Programme – Accelerating the Economic Growth of the North (June 2005) (see http://www.thenorthernway.co.uk/cityregions.html)
12.4

It will be necessary to create and sustain the conditions to realise the vision for the City Region by simultaneously exploiting its current assets and greatest opportunities to deliver accelerated economic growth; and reducing social and economic disparities within the City Region, through regeneration initiatives.

12.5

The promotion of regional park and community forest resources in the context of an overall objective of “green infrastructure” provision, will help to improve the image of all parts of the City Region, maximise accessibility to facilities, greenspace and biodiversity, reduce social exclusion, promote good health, provide a high quality environment, help to attract investment in leisure, tourism and high quality employment, and support the provision of successful and sustainable neighbourhoods.

Policy MCR2 – Regional Centre and Inner Areas of the Manchester City Region

Plans and strategies will ensure that the Regional Centre of the Manchester City Region continues to develop as the primary economic driver, providing the main focus for retail, leisure, cultural and tourism development in the City Region.

Within the ‘Arc of Opportunity’ part of the Regional Centre, proposals and schemes should focus on the major expansion of employment in knowledge-based industries.

Proposals and schemes for residential development in the Regional Centre will be acceptable where:

- It is part of mixed-use employment schemes, comprising a good range of sizes, types, and tenures and affordability;
- Contributes towards the vitality and viability of the Regional Centre; and
- Will not be of a scale that is detrimental to other housing markets, including the Housing Market Renewal initiatives in Manchester, Oldham, Rochdale and Salford.

The Inner Areas of the Manchester City Region, with the exception of Trafford Park, will be the first priority for residential development within the City Region to secure a significant increase in the population of these areas, to support major regeneration activity, the improvement of community facilities and the creation of sustainable communities.

The emphasis will be on providing a good range of high quality housing (in terms of size, type, tenure and affordability) with a high quality environment, and accessible local facilities and employment opportunities.

Plans and strategies will provide for local employment within the Inner Areas in accord with Policy W3.

12.6

The Regional Centre is fundamental to the success of the City Region, and will continue to be the primary economic driver in the North West. For this reason it is vital that its economy, including knowledge based industries, is encouraged to grow. Residential development enhances the vibrant appeal of the Regional Centre by creating attractive opportunities for people to live closer to employment and recreational facilities, and this kind of development will continue to be encouraged as long as it does not begin to compromise its commercial, retail, leisure, cultural and tourism status, or to dominate any particular part of the area.

12.7

As the regeneration of the Inner Areas is important to the overall success of the City Region, and because these areas are identified as high priority by initiatives like the Housing Market Renewal Pathfinder project and the creation of two Urban Regeneration Companies, Central Salford and New East Manchester, they are considered to be a suitable location for significant new housing and local economic development. It will be important to ensure the development of sustainable, mixed communities that appeal to a broad range of new and existing residents.

12.8

The Inner Areas have enormous potential, which, if left untapped, will limit the ability of the Regional Centre to secure investment and generate further growth. Development within the Inner Areas will boost overall economic growth in the City Region, reduce local inequalities and deprivation and provide a clear alternative to further decentralisation and the unsustainable commuting patterns associated with it.

Policy MCR3 – Southern part of the Manchester City Region

Plans and strategies in the southern part of the city region will:

- Sustain and promote economic growth located in accordance with policy W1 and W2 and contributes to the following key growth drivers:
  - Manchester Airport;
  - Financial Services;
  - Life Sciences;
  - Creative Media and Cultural Sectors;
  - Manufacturing; and
  - Communications.
- Provide for economic development in other sectors where it meets all the following criteria:
  - It is required to meet local needs;
  - It is in an area of significant deprivation;
  - It is within an existing employment area; and
  - It is of an appropriate scale.

Residential development will be allowed where it meets local and affordable housing needs, plus a limited amount of

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202 The Regional Centre of the Manchester City Region comprises Manchester City Centre, Ancoats and Central Park to the east, the Higher Education Precinct and Central Manchester Hospitals to the south, and Salford University, Salford Quays, Trafford Wharfside and Pomona Docks to the west.

203 The Inner Areas surround the Regional Centre and comprise the North Manchester, East Manchester and Central Manchester regeneration areas, Trafford Park, North Trafford and Central Salford.

204 Stretching from the University of Salford in the west to Piccadilly Station in the east, via the Higher Education Precinct and the Central Manchester Hospitals campus - see Manchester Knowledge Capital website www.manchesterknowledge.com

205 For more details on Manchester’s HMR Pathfinder see - http://www.salford.gov.uk/living/housing/housingnews/corridor.htm and for more details on Oldham’s Rochdale HMR Pathfinder see - http://www.rochdale.gov.uk/Living/Community.asp?URL=PiA
general market housing, in sustainable locations which are well served by public transport, to support agreed local regeneration strategies.

12.9
It will be essential to optimise the contribution made by the southern parts of the City Region in order to promote the growth in economic performance that The Northern Way seeks to achieve. Residential development in these areas will be restricted, with the emphasis on development that meets local needs and on the supply of sufficient affordable housing. However a limited amount of general market housing will be permitted to support agreed local regeneration strategies, including the regeneration of the town centre and riverside area in Northwich.

12.10
The southern area of the city region contains parts of the local authority areas of Warrington and High Peak. The former also lies within the Liverpool City Region and is covered by Policy MCR5 to ensure a consistent approach across the two city regions. High Peak falls within the East Midlands Region and is not covered by North West RSS, however the NWRA will work with its East Midlands counterpart to develop a consistent policy for the parts of the borough that are considered to lie within the Manchester City Region.

Policy MCR4 – Northern part of the Manchester City Region

Plans and strategies within the northern parts of the city region will secure improvements that enable the area to compete more effectively for economic investment now and in the future, helping to achieve significant improvements in its productivity and to support its long-term regeneration. This will involve:

- Focusing economic development at locations accessible by public transport, in order to support the expansion and ‘spin off’ of functions linked to the Regional Centre and Knowledge Capital Initiative;
- The promotion of a range of accessible, high-quality employment sites;
- Improving public transport links between the northern towns and Regional Centre, and growth areas in adjoining city regions;
- The expansion of the quality and choice of housing in line with the approach set out in policy L4; and
- Using the HMR Pathfinder in Oldham and Rochdale as an opportunity for wide ranging change in the economic and housing role of these areas, the renewal of communities and investment in new infrastructure.

12.11
The local economies of the northern boroughs are still heavily dependent upon traditional manufacturing industry, and economic forecasts indicate that these will decline further over the next fifteen to twenty years. Moreover, the northern parts of the City Region suffer from being largely disconnected economically and socially from the economic drivers in the Regional Centre and the southern parts of the City Region. It is therefore essential that economic, housing and transport investments are co-ordinated both to assist in the necessary restructuring of the local economy and over time to uplift the economic performance of the north, and that future housing and transport resources are co-ordinated to make sure that improved linkages can be delivered.

12.12
Significant investment will be needed to raise the northern parts of the City Region to the same levels of economic achievement as those in the south. Considerable amounts of economic and residential development will be encouraged, but not at the expense of the regional centre and inner areas, which attract the highest priority. It will be important to ensure that residential development in the north is matched by economic development to avoid any dramatic rise in the need to travel for work.

12.13
There is a need to develop further research and understanding of the links between Manchester and Central Lancashire city regions. The Central Lancashire City Region Development Programme highlights the commuting links between the two city regions noting that a net outflow of 10,400 workers from the city region commuted into the Manchester City Region. A future review of RSS will need to take account of emerging evidence that assists in understanding the spatial relationship between the two city regions.

Policy MCR5 – Strategic Framework for the Regional Town of Warrington

In Warrington, plans and strategies will:

- Support its role as a source of employment for an area including Warrington, Knowsley, Halton and Wigan;
- Provide a focus for major investment based on the broad location identified in Policy W2;
- Support regeneration and restructuring of the older urban areas;
- Not allow further significant outward expansion of the town on to open land beyond existing commitments;
- Promote the role of Warrington as a key public transport interchange in line with Policy RT1; and
- Give priority to improving road safety, managing traffic growth and maintaining a high quality environment through mitigating the impacts of road traffic on air quality, noise and health, particularly in disadvantaged areas.

12.14
Warrington is located within both the Liverpool and Manchester City Regions and a consistent approach to policy, across both, is essential to its success. The town is located midway between the two cities and is well positioned for North/South transport links. It has evolved into a competitive location for service sector and advanced manufacturing activity and provides employment opportunities for a wide area of the North West, including parts of Halton, Knowsley, St Helens and Wigan. Warrington has sufficient allocations and commitments for housing and employment land in place to meet development requirements over the period covered by this RSS, until 2021, and there will be no need for any strategic review of the Green Belt around it (see Policy RDF4).

206 The area comprises Stockport, South Manchester (excluding the Regional Centre and Inner Areas), Trafford (excluding those parts falling within the Regional Centre and Inner Areas), Vale Royal, Congleton, Macclesfield, and High Peak. The policy framework for Warrington is covered in policy MCR5.
207 The area comprises Bolton, Bury, the remaining parts of north Manchester, Oldham, Rochdale, west Salford, Tameside, and Wigan.
209 For more details on Oldham Rochdale HMR Pathfinder see http://www.rochdale.gov.uk/Living/Community.asp?URL=PIA.
210 Paragraph 2.41, Central Lancashire City Region Development Programme (June 2005) (see http://www.thenorthernway.co.uk/cityregions.html).
13. Liverpool City Region

Background

13.1
The Liverpool City Region comprises the city of Liverpool and local authority districts of Halton, Knowsley, Sefton, St Helens, Wirral, and extends as far as Chester, Ellesmere Port and Neston, Warrington, West Lancashire and parts of North Wales all of which have close economic, social, cultural and transport links with Merseyside. The City Region also has economic and transport links with the city regions of Manchester and Central Lancashire.

13.2
The core part of the Liverpool City Region, comprising the local authorities of Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral, contributes some 17% of the North West’s total GVA. The City Region will play a complementary but significant role to the Manchester City Region in terms of boosting overall economic performance both at a regional and city region level.

13.3
The Liverpool City Region vision states:
‘Our vision is to regain our status as a premier European city region by 2025. We will secure an internationally competitive economy and cultural offer; and outstanding quality of life; and vibrant communities contributing to and sharing in sustainable wealth creation.’

13.4
Liverpool City Region is already established as an important driving force in the North of England’s economy and as a strategic sea and air gateway to the European Union. The potential exists to expand the City Region’s strategic economic and cultural assets, the strength of its knowledge industries and its transport connections. RSS aims to see it deliver its full potential by ensuring that policies:

- Maximise the City Region’s economic potential and promotes urban renaissance, social inclusion and environmental sustainability;
- Recognise and promote the role of Liverpool as the core city and major economic driver for its city region, whilst also recognising and utilising the assets and potentials of other locations throughout the city region, including those in rural areas; and
- Connect areas of economic opportunity to areas of greatest need, with a particular focus on those areas in need of economic, social and physical restructuring and regeneration.

211 Warrington also features in the Manchester City Region – see Policy MCR5 for the relevant policy approach to be applied to Warrington

212 The wider city region area contributes an estimated 40 per cent of the Region’s GVA – NOTE: the figure includes Warrington, which is also within the Manchester City Region. (Source: The Liverpool City Region – Transforming Our Economy (June 2005) (see http://www.thenorthernway.co.uk/cityregions.html))
Policy LCR1 – Liverpool City Region Priorities

Plans and strategies in the Liverpool City Region will:

- Focus sustained and co-ordinated programmes to maximise economic potential and promote urban renaissance and social inclusion within the Liverpool City Centre and its Surrounding Inner Area;\(^2\)\(^3\);
- Promote economic development, urban renaissance and social inclusion – that is complementary to the programmes in Liverpool City Centre and the Inner Area – within the remaining northern part of the Liverpool City Region;\(^2\)\(^4\);
- Promote sustainable growth and development in West Wirral, the remaining parts of Ellesmere Port and Neston and West Lancashire Districts, West Cheshire and Warrington;\(^2\)\(^5\) that is complementary to programmes and development in Liverpool City Centre, Inner Area and the remaining northern part of the Liverpool City Region;
- Promote investment in the growth clusters and sectors identified in the Liverpool City Region Development Programme;\(^2\)\(^6\);
- Improve the City Region’s internal and external transport links in line with the priorities for transport investment and management set out in Policy RT8;
- Develop the role of Liverpool John Lennon Airport in line with Policy RT3;
- Support the roles of the Mersey Ports in line with Policy RT4, in particular, the Port of Liverpool as the only port of UK national significance for deep-sea trade in the North of England;
- Develop the role of Liverpool as a key public transport interchange and gateway to the region in line with Policy RT1, and enhance the accessibility of the City Centre by all modes to support its role as the main economic focus for the City Region;
- Enhance the accessibility by public transport of the New Heartlands Housing Market Renewal Pathfinder area and transport links between this and other disadvantaged areas and key employment, education and healthcare locations. Particular attention should be given to assisting with programmes to address worklessness; and
- Improve road safety, manage traffic growth and to maintain a high quality environment through mitigating the impacts of road traffic on air quality, noise and health, particularly in disadvantaged areas.

13.5

RSS policy for the Liverpool City Region is intended to secure a high level of growth and address regeneration needs. It is therefore clear that significant levels of development should be focussed within the northern part of the City Region covering most of the Merseyside authorities and the towns of Ellesmere Port and Skelmersdale. It follows that there may have to be a degree of restraint elsewhere in the City Region in order to direct investment and regeneration resources into those areas most in need.

13.6

Improving environmental performance is also recognised as a key part of delivering sustainable communities and underpins the Liverpool City Region policies. Well-managed green space and a high quality local environment play an important part in the quality of life experienced by people within all of our neighbourhoods including those which are most deprived.

Policy LCR2 – Liverpool City Centre and Surrounding Inner Area of the Liverpool City Region

The Regional Centre of the Liverpool City Region will continue to develop as the primary economic driver, and the main retail, leisure, cultural and tourism centre for the City Region. Within the Regional Centre, the development of knowledge-based industries and the expansion of professional services will be promoted within the Liverpool City Centre and Eastern Approaches Strategic Investment Areas.

Within the surrounding inner area the focus will be on the economic, social and environmental revival of the area through:

- The development of the New Heartlands Housing Market Renewal Pathfinder as a key driver for revitalising housing in Liverpool, Sefton and Wirral through comprehensive area based regeneration schemes;
- Supporting the development of the Mersey Ports and the maritime economy;
- The development of the Wirral Waterfront Strategic Investment Area; and
- Sustaining investment in the Mersey Waterfront Regional Park.

13.7

Liverpool's city centre is fundamental to the economic growth of the Liverpool City Region. It is the major centre for the metropolitan area and forms the strategic hub in terms of its transport infrastructure; its educational establishments; its cultural, retail, business, leisure and tourism assets; and its financial and professional services. Liverpool has been awarded European Capital of Culture 2008, which will significantly boost its tourism industry as well as providing a lasting legacy in terms of investor confidence and sustained economic growth. The fortunes of the surrounding inner area are crucial to the delivery of sustainable economic and social benefits in the City Region. This area is one of significant challenges and opportunities for both housing and economic development, particularly in relation to the Mersey Ports and the New Heartlands Housing Market Renewal Pathfinder scheme. It is also home to part of the Mersey Waterfront Regional Park, which provides valuable green infrastructure at the heart of the City Region.

Policy LCR3 – Northern part of the Liverpool City Region

Plans and strategies in the remaining northern part of the Liverpool City Region will:

- Focus economic development and resources in the following locations:

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\(^2\) Comprising the New Heartlands Housing Market Renewal area. For more details see [http://www.newheartlands.co.uk](http://www.newheartlands.co.uk)

\(^3\) Surrounding Inner Area

\(^4\) The remaining parts of Liverpool, Sefton and the eastern part of Wirral; the districts of Halton, Knowsley and St Helens; and the towns of Ellesmere Port and Skelmersdale

\(^5\) Warrington also features in the Manchester City Region – see Policy MCR5 for the relevant policy approach to be applied to Warrington

\(^6\) The Liverpool City Region – Transforming Our Economy (June 2005) (see [http://www.thenorthernway.co.uk/cityregions.html](http://www.thenorthernway.co.uk/cityregions.html))
- Liverpool John Lennon Airport;
- Broad locations identified in policy W2; and
- Sub-regional locations in accord with W3.

- Support significant intervention in areas of low demand housing in line with the approach set out in policies L3 and L4;
- Expand the quality and choice of housing in line with the approach set out in policy L4;
- Maintain and enhance the role of the following regional towns (and local centres) to provide community facilities, services and employment:
  - Birkenhead,
  - Bootle,
  - Ellesmere Port,
  - Knowsley townships (Halewood, Huyton, Kirkby and Prescott),
  - Runcorn and Widnes,
  - Skelmersdale,
  - Southport, and
  - St Helens.
- Development in settlements in West Wirral and the remaining parts of West Lancashire will be appropriate to the scale and function of each settlement, and complementary to programmes and development in Liverpool City Centre, Inner Area and the remaining parts of Liverpool, Sefton and the eastern part of Wirral, and Halton, Knowsley, St Helens, and the towns of Ellesmere Port and Skelmersdale.

13.8

It is important that the roles of other centres within the northern part of the City Region are recognised in relation to their regeneration needs and opportunities in terms of retail, access to local amenities, jobs and services. These centres should be supported to continue their regeneration and improvement providing a complementary function to Liverpool City Centre and the Inner Areas, reflecting their individual character and location and meeting local needs.

13.9

The River Mersey provides an opportunity to develop a strategic spatial approach that maximises the river frontage’s commercial potential and the wider economic opportunities provided by the City Region’s coastline. The packaging together of many of the City Region’s key sites and assets, to provide a critical mass of linked developments supported, where necessary, by cluster/sector development and linked with the Mersey Waterfront Regional Park, has strong marketing potential and the potential to encourage significant economic expansion and inward investment.

13.10

There are other locations across the City Region, which experience problems similar to that found in the New Heartlands Pathfinder area, such as vacancies, poor environment, poor housing stock condition and a lack of quality community facilities, although not to the same level of severity. These areas are identified in individual districts’ housing strategies as being in need of regeneration. Various methods are being implemented to address these issues of low demand for example, demolitions and rebuild and stock transfer. In terms of new house building, these areas should also be a priority location, together with the provision of associated community facilities in order to secure renaissance.

Policy LCR4 – West Cheshire

Plans and strategies in West Cheshire will:

- Support the role of Chester in developing sustainable economic growth, and as a sub-regional centre for shopping, leisure, culture and tourism, whilst ensuring that any development is compatible with the conservation and enhancement of the historic city centre and its setting;
- Support the sustainable economic growth of Ellesmere Port through sustained and co-ordinated programmes for development and investment, with emphasis on developing its reputation for ‘high tech’ manufacturing;
- Support the regeneration and enhancement of the quality of life in Ellesmere Port and West Chester;
- Improve the internal and external transport links, in particular with North East Wales, in line with the priorities for transport investment and management set out in Policy RT8;
- Develop the role of Chester as a key public transport interchange and gateway to the region in line with Policy RT1;
- Improve road safety, manage traffic growth and maintain a high quality environment through mitigating the impacts of road traffic on air quality, noise and health, particularly in disadvantaged areas; and
- Enhance links between areas of opportunity and areas of need, including those regeneration areas served by the following transport corridors:
  - Wrexham – Bidston – Liverpool
  - Wrexham – Chester; and
  - Other corridors radiating out from Chester, in particular, the M56 and M53/A55, and links with Ellesmere Port and Broughton.

13.11

Chester is a driving force in the sub-regional economy, with a strong national - and in some cases international - role in the service employment sector, which includes financial services, and the status of an important retail, leisure and cultural destination. There is a need for significant image and environmental enhancement along the M53 corridor and to find positive uses for derelict and underused land in Ellesmere Port. The opportunity exists to promote the town as a world class centre of excellence for high tech manufacturing and to introduce new initiatives to support this role.

13.12

The policy framework developed for Chester and Ellesmere Port has been informed by the development of a draft sub-regional spatial strategy covering West Cheshire and North East Wales. Further refinement of the policy approach included in this RSS may be required when the final sub-regional strategy is agreed.
14. Central Lancashire City Region

Background

14.1
The main foci of the Central Lancashire City Region are the regional towns of Blackburn, Blackpool and Burnley and the city of Preston. Its influence, as broadly defined in The Northern Way, extends out to the local authority areas that stretch from the Irish Sea to the Pennines: Blackpool, Wyre, Fylde, Preston, South Ribble, Chorley, Blackburn with Darwen, Hyndburn, Ribble Valley, Burnley, Rossendale and Pendle. The City Region has economic and transport links with the city regions of Manchester and Liverpool, the Leeds City Region (Yorkshire and Humber Region), North Lancashire and Cumbria.

14.2
It contributes around 20% of the North West’s total GVA and will play an important complementary role to the Manchester and Liverpool City Regions in terms of enhancing overall economic performance.

14.3
The vision for the Central Lancashire City Region sets out to achieve:

‘A globally competitive City Region offering a distinctive and diverse environment for prosperity.’

14.4
RSS aims to support the vision to develop Central Lancashire as an area where:

- Economic growth is focused on Blackpool, Preston, Blackburn and Burnley, supported by high quality investment sites in sustainable locations that meet the requirements of business and industry;
- Urban regeneration and growth is matched by increased prosperity in the smaller towns, villages and rural communities;
- Economic growth is matched by continual improvement to quality of life and well being;
- The mix of townscapes and landscapes will continue to flourish, enhanced by high quality, energy-efficient development and quality leisure and cultural facilities;
- A range of high quality housing is available to meet the needs of the population and to support regeneration and economic growth;
- Strong, vibrant town and city centres promote social inclusion, sustainable growth and compete with the best in the country.

14.5
This vision will be supported by the development of a high quality, integrated public transport network.

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218 The city region encompasses much of the county of Lancashire with the exception of local authority areas of West Lancashire and Lancaster
219 Central Lancashire City Region Development Programme (June 2005) (see http://www.thenorthernway.co.uk/cityregions.html)
Policy CLCR1 – Central Lancashire City Region Priorities

Plans and strategies in the Central Lancashire City Region will:

- Raise economic performance through:
  - The development and implementation of the Preston City Vision;
  - The regeneration and restructuring of the East Lancashire economy, including actions under the ELEVATE Housing Market Renewal Programme;
  - The development of advanced manufacturing/aerospace industries and other knowledge-based industries; and
  - Tourism-based regeneration, particularly through the Blackpool Masterplan.

- Provide a portfolio of regional investment sites and knowledge nuclei sites in the broad locations identified in Table 8.1 (Policy W2);

- Develop sub-regional employment opportunities in accord with policy W3;

- Improve the City Region’s internal and external transport links in line with the priorities for transport investment and management set out in Policy RT8;

- Develop the role of Blackpool Airport in line with Policy RT3;

- Develop the role of Preston as the City Region's transport ‘gateway’ and key public transport interchange in line with Policy RT1;

- Improve the accessibility of key employment locations, with priority given to the Elevate Housing Market Renewal Pathfinder area; and

- Improve road safety, manage traffic growth and maintain a high quality environment through mitigating the impacts of road traffic on air quality, noise and health, particularly in disadvantaged areas.

Proposals and schemes will be directed primarily towards locations where they can contribute to these priorities.

14.6

The strategy for the Central Lancashire City Region is underpinned by the need to balance improved economic growth with the regeneration of its more deprived areas. The draft RES identifies the need to improve skills achievement and aspirations in parts of East Lancashire and Blackpool.

14.7

The Greater Preston “core area” of the City Region, based on the administrative areas of Preston, South Ribble and Chorley, provides a significant economic focus for the sub-region that will be implemented through the Preston City Vision and emerging work on a core area strategy which will be translated into Local Development Framework documents and local economic strategies produced by the three authorities. Elevate, East Lancashire’s Housing Market Renewal Pathfinder programme, intends to transform the area’s economy, housing stock and quality of life. The aerospace industries, advanced manufacturing and other knowledge-based sectors are a key source of higher quality jobs in the City Region and an established network of primary and support industries also present opportunities for growth. Blackpool is a resort of national repute, but as many of its communities do not benefit from the tourist economy, it is also home to large pockets of deprivation. The Blackpool Masterplan aims to redress this situation by strengthening Blackpool’s tourism economy, chiefly through Regional Casino development (see Policy W8) – a move that is likely to involve significant physical change in the resort.

Policy CLCR2 – Focus for Growth in Central Lancashire City Region

Development in the Central Lancashire City Region will be located primarily in the regional city of Preston and the three regional towns of Blackburn, Blackpool and Burnley, and should be pursued in a manner that enhances urban quality, and contributes to the enhancement of the natural setting within and around the growth centres.

14.8

Preston, Blackburn, Blackpool and Burnley all have strong, functional links with smaller towns, including some in neighbouring districts. Focussing new development here reflects their existing key roles within the Central Lancashire City Region and consolidates their ability to serve their hinterlands, promoting enhanced economic growth and a better quality of life. Blackpool is the centre of a wider Fylde coast urban area including Fleetwood, Thornton, Cleveleys and Lytham St Annes. Burnley is the principal town in an urban area that stretches from Padiham, through Brierfield and Nelson to Colne. Preston is strongly linked to suburbs to the south of the River Ribble consisting of Penwortham, Lostock Hall, Walton-le-Dale, Bamber Bridge, Clayton Brook and Whittle-le-Woods. The Blackburn urban area includes Whitebirk and Wilpshire.

Policy CLCR3 – Development in other parts of the Central Lancashire City Region

Development in settlements outside the regional towns and city identified in CLCR2 will be appropriate to the scale and function of each settlement.

The role of individual settlements will be defined through Local Development Frameworks, having regard to Policy RDF2.

14.9

Preston, Blackpool, Blackburn and Burnley all contain zones of influence that reflect the way the City Region functions in terms of accessibility to services and jobs. Outside the four main settlements, the City Region contains a variety of smaller industrial towns, market towns and rural settlements that operate as key service centres and local service centres. Fundamental to the concept of the zones of influence is the recognition of the inter-relationships between urban and rural areas. The smaller settlements and rural areas will make an important contribution to the City Region, not only as a recreational resource, but also in terms of the regeneration of towns, villages and the wider rural economy. The policy framework for key service centres is contained in Policy RDF2.

221 Draft Core Central Lancashire Sub Regional Strategy, Chorley Borough Council, Preston City Council and South Ribble Borough Council (September 2005)
222 For more details see http://www.elevate-eastlancs.co.uk/
15. Cumbria and North Lancashire

Background

15.1

The defined area of Cumbria and North Lancashire combines the administrative county of Cumbria – which includes the six district councils of Allerdale, Barrow, Carlisle, Copeland, Eden and South Lakeland – the Lake District National Park Authority and Lancaster City Council. Parts of Lancaster and southern Cumbria have economic and transport links with the Lancashire City Region; Cumbria has similar links with Scotland and the North East Region and, to a lesser extent with the Yorkshire and Humber Region. The renowned landscapes of the Lake District National Park, meanwhile, attract visitors from around the world.

15.2

The challenge for Cumbria is to secure a sustainable level and pattern of development that creates balanced communities and meets needs – including that of new jobs across the county. Three spatial objectives have been identified to deliver more balanced communities and reduce inequality:

- To reduce the dependency for high level services and jobs on towns outside Cumbria;
- To increase the complementary nature of key towns;
- To develop and maintain high quality modern transport networks.

15.3

Within the Lake District National Park the relationship of the National Park with the wider area beyond its administrative boundaries needs to be addressed, whilst also developing a suitable framework that meets the locally generated needs that occur within the National Park.

15.4

North Lancashire corresponds to the local authority area administered by Lancaster City Council. Lying between the Central Lancashire City Region and Cumbria, it has excellent communications links provided by the West Coast Mainline railway and M6 motorway. There are close cultural links, and shared responsibility for protecting important environmental assets, with neighbouring authorities around Morecambe Bay.

Policy CNL1 – Overall Spatial Policy for Cumbria

Plans and strategies in Cumbria will:

- Focus major development within Barrow, Carlisle and West Cumbria (Whitehaven, Workington, Cleator Moor and Maryport);
- Provide for moderate levels of development in the key service centres identified in Table 7.1;
- Provide for small scale development within local service centres that will be identified in Local Development Frameworks;
- Provide a portfolio of regional investment sites and knowledge nuclei sites in the broad locations identified in Table 8.1 (Policy W2);
- Support the restructuring of housing markets in West Cumbria and Furness;
- Improve Cumbria’s internal and external transport links in line with the priorities for transport investment and management set out in Policy RT8;
- Develop the role of Carlisle as a key public transport interchange and gateway to the region in line with Policy RT1;
- Ensure that network management measures are utilised to make best and most appropriate use of available highway infrastructure and to improve road safety and journey time reliability, with priority given to improving the operation of routes linking Furness and West Cumbria to the M6; and
- Give priority to improving access to employment, services and education/training facilities on foot and by cycle, and by public transport in key service centres, especially Carlisle, Kendal and Barrow-in-Furness.

15.5

As a result of its geographic, and therefore economic isolation, Cumbria is generally self contained in comparison to other parts of the North West. This fact, together with the highly dispersed and sparsely populated nature of its settlements presents a particular challenge in securing a sustainable level of development. Most of the development in Cumbria will be focused within Carlisle, Barrow and West Cumbria. Elsewhere, there will be levels of moderate or small-scale development suited to the size and location of key and local service centres. It will be particularly important to achieve a level of economic growth that sustains local needs and reduces the number of economically active people leaving the area, and to match this with appropriate housing development. Housing must of the right type and in the right location to meet the requirements of local communities and employers and be directed to locations where it will sustain local services.

Policy CNL2 – Sub-area Development Priorities for Cumbria

Within the sub-areas of Cumbria, plans and strategies should focus on:

- Building on Carlisle city’s significant potential to attract development into Cumbria, as set out in the Carlisle Renaissance Prospectus. The city will enhance its role as the sub-regional centre for business, commerce, higher education, shopping, leisure, culture and tourism whilst paying due regard to the historic city centre;
- Enhancing economic and social regeneration within West Cumbria through developing the roles of the existing centres of Whitehaven, Workington, Cleator Moor and Maryport in a complementary manner;
- Concentrating development within the Furness peninsula in Barrow to facilitate diversification of the local economy, and enable development and regeneration opportunities to be brought forward in the wider Furness peninsula; and
- Ensuring that the needs of local people in South & East Cumbria are met with a focus on securing inward investment and improving service provision within Kendal and Penrith. High priority should be placed on the further provision of affordable housing within the sub-area.
15.6

In Carlisle, work has been commissioned under the banner of Carlisle Renaissance, to ensure the future growth and prosperity of the city. A range of employment opportunities will need to be made available in accord with employment land market sectors. Housing will need to be allocated to sustain and enhance the city’s economic growth. The potential for higher education facilities linked to the economic and business expansion of Carlisle will need to be encouraged.

15.7

Opportunities need to be taken through the development of the West Cumbria Strategic Forum’s sub-regional masterplan to sustain and enhance employment, secure investment and diversify the economic base, particularly in the light of the changes being made to the nuclear industry within the area. This will require investment in increased employment opportunities and the related transport infrastructure. The opportunities offered by the areas maritime and naval heritage will be developed with a view to securing a coastal renaissance. Balanced housing markets will be created through refurbishment, clearance and renewal and by enabling new houses to be built within the wider urban area. The role of Workington and Whitehaven town centres in particular will need to be supported by environmental improvements and by physical restructuring to meet the demands of modern town centre uses. The development of further education facilities will also need to be promoted focussing on nuclear issues, restoration, radiology, medical applications and engineering.

15.8

Barrow in Furness will continue to play a significant role in providing services to the town and its catchment area. Work undertaken in the town, including the Barrow Port Masterplan, has identified the need for major investment to ensure that Barrow has a high quality environment and that the necessary infrastructure and transport networks are to modern standards. Balanced housing markets will be created through refurbishment, clearance and renewal and by building new homes that create choice and quality in the market to meet housing demand and help generate investor confidence. The role of the town centre will be supported through measures that enable refurbishment and environmental improvement and by physical restructuring.

15.9

A high priority in South and East Cumbria will be given to meeting local affordable housing needs, in perpetuity, by requiring that a proportion of the overall housing requirement is tied to local occupancy and a proportion to affordable needs. Opportunities will be taken to secure inward investment, new businesses and services to the key service centres of Kendal and Penrith.

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225 See Nuclear Decommissioning Authority draft strategy and website - www.nda.gov.uk
Policy CNL3 – Overall Spatial Policy for Lake District

Plans and strategies will:

- Promote further diversification of the economic base within the National Park having regard to the characteristics of different parts of the National Park;
- Redress the housing imbalance evident in the National Park through the provision of affordable and local needs housing within the National Park;
- Develop programmes for major improvement to the public realm and effective traffic management in Windermere, Ambleside and Keswick, to enhance the urban fabric and support their recreational and tourism roles; and
- Ensure that public transport integration and services are improved and the proportion of travel to and within the National Park by public transport, walking and cycling is increased.

15.10

The Lake District National Park is a major regional resource and an international tourist attraction. The relationship between the National Park and adjoining parts of Cumbria should be capitalised upon so that complementary development outside National Park boundaries can benefit communities within it, and also towns like Cockermouth, Kendal, Penrith and Ulverston. Development within the National Park itself should be focused on centres that provide key services, and allow locally generated needs to be met.

Policy CNL4 – Overall Spatial Policy for North Lancashire

Plans and strategies will:

- Secure the regeneration of Morecambe;
- Provide new development in Lancaster that enhances and is sensitively integrated with the historic character of the city;
- Build on the strengths and opportunities offered by Lancaster University and the broad location for knowledge nuclei employment identified in Table 8.1 (Policy W2);
- Ensure a sufficient supply of affordable housing within the rural area;
- Support the role of the Port of Heysham in line with Policy RT4; and
- Develop proposals for the safe and effective management of traffic in Lancaster and Morecambe to enhance the public realm and support their leisure and tourism roles.

15.11

The overall aim in North Lancashire is to address the challenge of creating a model sustainable urban area, which serves and supports the needs of an extensive rural hinterland. There are significant challenges in creating highly skilled employment opportunities, regenerating areas such as Morecambe and providing affordable housing in rural areas.
16. South Cheshire

16.1
Crewe and Nantwich lies between the Manchester City Region and the North Staffordshire/ Potteries urban area and has certain economic links with both. There are particular opportunities to build upon the linkages with the Manchester City Region.

Policy CH1 – Overall Spatial Policy for South Cheshire

Plans and strategies will:
- Promote the role of Crewe as a key regional town, transport interchange and gateway to the region;
- Provide for regeneration to improve the environment, economy and image of Crewe; and
- Improve road safety, manage traffic growth and maintain a high quality environment through mitigating the impacts of road traffic on air quality, noise and health, particularly in disadvantaged areas.

16.2
The priority for South Cheshire is to build upon the economic links with neighbouring areas and at the same time ensure sufficient development is delivered to meet local regeneration needs. Future plans for Crewe and Nantwich will need to take account of the likely impact upon economic and regeneration activity in North Staffordshire.

16.3
Crewe and Nantwich is set to experience significant change up to 2021 with the delivery of the economic development within the broad regional location near Crewe, the redevelopment of Crewe station and the expansion of Manchester Metropolitan University. The Crewe South East Quadrant Masterplan has been prepared to manage these changes and to maximise the environmental and regeneration benefits for the wider area.
Part 5: Implementation, Monitoring and Review

17. Implementation, Monitoring and Review

17.1
RSS has been developed and will be put into practice using the Government-recommended approach of ‘plan, monitor, manage. Its success will be dependent upon an effective monitoring system and firm evidence base.

Implementation

17.2
A range of agencies will be responsible for putting the RSS into practice.

17.3
A separate Implementation Framework accompanies this strategy. It identifies the organisations that will lead and contribute to delivery of the RSS, along with the mechanisms to be used for delivering each policy. It also links the policies to targets and, through the RSS Monitoring Manual, to the indicators that will enable the measurement of their success.

17.4
The main responsibility for delivery will fall to local planning authorities, through Local Development Frameworks. Working with the county councils, the NWRA will play a crucial role in assessing LDFs, as well as other relevant plans and strategies, to ensure they are in line with RSS objectives. The NWRA and local planning authorities will also need to work together with a broad range of other agencies and with colleagues in other government departments, most notably those involved in economic development, housing, education, leisure, waste, highways, environment and public health.

17.5
The Northwest Regional Development Agency (NWDA) is also a significant agent of change in the region. The need to ensure the complementary nature of RSS and RES policies has been a priority from the outset. Other partners involved in carrying forward the RSS will include the private sector, including the utility companies; organisations such as housebuilders, transport operators, investors and landowners; public agencies like the Countryside Agency and English Nature (Natural England), the Forestry Commission, Highways Agency, Housing Corporation, English Heritage and the Environment Agency; and voluntary and community bodies including parish councils and local community groups.

17.6
The North West Region is not self-contained and there will be an ongoing need to consult with neighbouring regions and regional bodies.

17.7
The fact that widespread consultation took place with all of these organisations during the preparation of the RSS should help to ensure it is carried out successfully in future years.

17.8
The NWRA has prepared and published a range of manuals, working methods and best practice guidance to promote the consistent application and interpretation of RSS.

Monitoring

17.9
PPS11 emphasises the need to regularly monitor the effectiveness of RSS against its main objectives. In March 2005 the Office of the Deputy Prime Minister published a set of core national indicators that all Regional Planning Bodies are required to monitor on an annual basis, and is soon to release a revised good practice guide on monitoring RSS. Both of these documents have been taken into account during the preparation of this strategy.

17.10
By the end of February each year, the NWRA will produce an Annual Monitoring Report (AMR) on RSS, the main purposes of which will be to:

- Assess the impact over time of RSS against its main objectives;
- Consider whether RSS is being carried out correctly, in line with its main objectives;
- Offer explanations where policies are not being put into practice;
- Outline the measures to be taken where RSS policies are not being put into practice;
- Provide information on net and gross additions to the housing stock.

17.11
The AMR will comprise:

- A small number of “headline indicators” relating to the central principals of this RSS, which will be analysed on an annual basis to provide an early indication of any emerging trends that may need to be addressed;
- Further indicators measured on a yearly or three yearly basis to demonstrate the overall progress made towards specific RSS policies.

17.12
An RSS Monitoring Manual has been published as a practical guide to data production for the agencies involved.
Developed in close conjunction with the Implementation Framework, the manual outlines the indicators that need to be monitored and the frequency with which the results should be reported. It also sets out an annual monitoring timetable and supplies detailed definitions of the data required so as to ensure it is produced in a consistent format by the various organisations.

17.13

The development of a regional monitoring framework is an ongoing process. New opportunities for acquiring and sharing information may arise as a result of work undertaken by partner organisations and new indicators may come to light as part of the monitoring process. The precise indicators to be used in monitoring RPG, together with their definitions, are therefore under constant review and will evolve over time. Any necessary revisions to the monitoring manual will be made in the late spring of each year.

17.14

The success of RSS monitoring will depend upon extensive cooperation from, and coordination with a wide range of organisations in the region. The role of local planning authorities in regularly collecting data on housing, land use change and other information will be particularly important. There are clear links between the monitoring of RSS and local planning authorities’ own LDF monitoring practices. The NWRA will work with local authorities to ensure, where possible, the development of a common evidence base so as to avoid duplication and achieve greater efficiency in the monitoring of both. A regional monitoring group has been established, made up of representatives from local authorities; the three county councils and two former county councils; GONW and other regional bodies such as the Environment Agency.

Review

17.15

It is not anticipated that a fundamental review of RSS will be necessary in the short-term.

17.16

A partial review of RSS may be required in the medium term to reflect the results of ongoing research into such issues as:

- Key service centres and smaller settlements;
- Provision for gypsies and travellers;
- Central Lancashire / North Manchester – research with NWDA on future economic / spatial role;
- Setting regional energy efficiency targets in terms of greenhouse gas emissions;
- Office development and leisure development in relation to town centres (this may be widened to include all town centre uses);
- The impact of changes to retail formats on the pattern of convenience and comparison retailing;
- Manchester City Region cross border study with East Midlands – High Peak;
- Cheshire cross border study with West Midlands Region – covering Crewe and North Staffordshire.
- Home working / flexible working patterns.
18. Glossary

The following glossary aims to assist understanding of this RSS, particularly where it includes technical or unfamiliar terms. It complements the Glossary available online via the Planning Portal. For a comprehensive list of Planning Terms please visit www.planningportal.gov.uk, information specifically about the RSS is available on the North West Regional Assemblies website at www.nwra.gov.uk/rpg. Unless stated, these are not definitive or legal descriptions.

Accessible, Accessibility

The terms ‘accessible’ and ‘accessibility’ as used in this Guidance in relation to transport and other services, refer both to proximity of services and to the ability of all sectors of the community to use those services.

Additional Dwellings

These are new or net dwellings that are built and add to or increase the region’s existing dwelling stock.

Affordable Housing

Low-cost market housing and subsidised housing, irrespective of tenure, ownership or financial arrangements, available to people who cannot afford to occupy houses generally available on the open market.

Aggregates

Granular or particulate material which is suitable for use in construction as concrete, mortar, roadstone, asphalt or drainage courses, or for use as constructional fill or railway ballast.

Allocation

The use assigned to a piece of land in a development plan.

Amenity

An element of a location or neighbourhood which helps to make it attractive or enjoyable for residents and visitors.

Ancient Grasslands and Meadows

Pastures and meadows that have not been ploughed for decades or even centuries; have not been subjected to modern fertilisers, sprays or re-seeding, and which are composed of unsown grasses and flowers that reflect natural environmental variations.

Ancient Hedgerows

Hedgerows that are more than 300 years old and retain species that reflect natural variations in site and soil. They were often planted to define important boundaries and are therefore of historic interest.

Ancient Woodlands

Areas that have had been covered by trees since at least 1600 AD and cleared only for underwood or timber production. They support species that reflect natural variations in site and soil. Some ancient woodlands are the relics of natural forest that developed after the last glaciation, some 10,000 years ago, and have never been cleared for farming while others may have developed on land last farmed or grazed before medieval times.

Annual Monitoring Report

Report to be prepared by the North West Regional Assembly to cover performance against targets and indicators set out in RPG.

Apportionment (amount of minerals needed)

The splitting of regional guidelines for minerals demand between planning authorities or sub-regions.

Areas of Outstanding Natural Beauty (AONBs)

These are designated by the Countryside Agency primarily to conserve and enhance natural beauty.

Assisted Areas

Designated areas where industrial regeneration is encouraged through the availability of Government grants and loans to private sector developers.

Best and Most Versatile Agricultural Land

Land identified by the Agricultural Land Classification system developed by the Ministry of Agriculture, Fisheries and Food (now the Department for Environment, Food and Rural Affairs) as falling within Grades 1, 2 or 3a. The system is based on the extent to which the land’s physical or chemical characteristics impose long-term limitations on agricultural use.

Best Practicable Environmental Option (BPEO)

The outcome of a systematic and consultative decision-making process which emphasises the protection and conservation of the environment across land, air and water.

Biodiversity

The whole variety of life encompassing all genetic, species and ecosystem variations.

UK Biodiversity Action Plan

The Government plan for the protection and sustainable use of biodiversity. As part of this process national action plans for individual habitats and species have been produced. These give an assessment of the current situation, 10-15 year targets and objectives for management, restoration and expansion of habitats, or maintenance or enhancement of species populations.

Local Biodiversity Action Plans

These usually cover a county or group of unitary authorities, and are produced by a partnership of local authorities, relevant agencies and voluntary organisations for the local implementation of the UK BAP and national habitat and species action plans. They will also include actions for biodiversity features of more local importance.

Biological Treatment

Any biological process that changes the properties of waste (e.g. anaerobic digestion, composting).
Biomass

The total mass of living matter within a given unit of environmental area, for example, plant material, vegetation, or agricultural waste used as fuel or an energy source.

Birds Directive

The EU Directive on the Conservation of Wild Birds (79/409/EEC) seeks to protect all wild birds and the habitats of listed species, in particular through the designation of special protection areas (SPA).

Brownfield Land

See 'Previously-developed land'.

Business Uses

This is defined by any or all of the following:

• an office other than financial and professional services;
• research and development of products or processes; or
• any light industrial process.

Bus Priority Measures

Measures that allow buses an advantage over other traffic, e.g. bus lanes, preferential treatment at signalled junctions.

CAP - Common Agricultural Policy

European Union policy, primarily designed to improve productivity in the agriculture sector, but currently under review to shift emphasis away from productivity subsidies.

Catchment Flood Management Plan

Emerging DEFRA/Environment Agency developed plans providing a vehicle for considering holistic approaches to flood management at the catchment scale.

City Region

Recognises that large towns and cities act as the focus for jobs, services and facilities for extensive hinterlands. In the North West three have been identified, based on Merseyside, Central Lancashire and Greater Manchester.

Civic Amenity Sites (CA Sites)

Sites, provided by local authorities, to which the public can bring household waste. CA Sites usually provide facilities for recycling, garden waste, and bulky items such as beds and cookers.

Climate Change

A change of climate, which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods.

Clusters

Geographic concentrations of interconnected companies, specialised suppliers, service providers, firms in related industries and associated institutions (for example universities, standards agencies and trade associations) in particular fields that compete but also co-operate.

Combined Heat and Power (CHP)

A highly fuel-efficient technology which produces electricity and useable heat from a single generation facility.

Commercial Waste

Waste arising from premises used wholly or mainly from trade sport, recreation or entertainment.

Commitments

Land that is the subject of an existing planning permission and other projects or proposals which it is accepted will take place due to financial or other reasons.

Community Forest

A large area of land transformed into a wooded landscape by a partnership of local authorities, national agencies, and private and voluntary sector organisations to support employment, recreation, education and wildlife.

Comparison Retailing

The provision of items not purchased on a frequent basis (e.g. clothing, footwear, household goods).

Composting

The process that converts biodegradable material (such as garden and kitchen waste), in the presence of oxygen in the air, into stable granular material.

Conservation Areas

Areas designated by the local planning authority which are considered of special architectural or historic interest, the character of which it is desirable to preserve or enhance.

Construction and Demolition Waste

Waste produced from the construction, repair, maintenance and demolition of buildings and structures, including roads. It consists mostly of brick, hardcore and soil.

Contaminated Land

Defined in The Environment Protection Act Part IIA, Section 78A(2) as ‘any land which appears to the local authority in whose area it is situated to be in such a condition, by reason of substances in, on or under the land, that:

a) significant harm is being caused or there is a significant possibility of such harm being caused, or;

b) pollution of controlled waters is being, or is likely to be, caused.’

Convenience Retailing

The provision of everyday essential items (e.g. food, drinks, newspapers).
Conversions
Generally means the change of use of a building from a particular use, classified in the use classes order, to another use. Can also mean the sub-division of residential properties into self-contained flats or maisonettes.

Countryside Agency
Government Agency set up on 1 April 1999 by the merger of the Countryside Commission and Rural Development Commission.

Countryside Character Areas
Areas of distinctive landscape, wildlife and natural features as defined by Countryside Agency.

Countryside Stewardship
DEFRA scheme-making payments to farmers to enhance and conserve English landscapes, their wildlife and history, and to help people enjoy them. This scheme operates outside Environmentally Sensitive Areas only.

Cultural Strategy
A Cultural Strategy aims to “promote the cultural well-being” of the area it covers.

Demand Responsive Transport
A local transport service tailored to passenger needs with advanced booking on non-fixed routes. Can be provided where conventional bus services do not operate and with the use of GPS (Global Positioning Systems) the most sustainable interlinked routes to key services can be operated.

Derelict Land
Land damaged by industrial or other development that cannot be put to beneficial use without prior treatment.

Designated Areas
Areas which have been awarded a statutory designation because of their special features or qualities, e.g. National Parks, AONBs, Green Belts, SSSIs and historical and archaeological sites.

Development
Legally defined in Section 55 of the Town and Country Planning Act 1990 as, ‘the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land’.

Development Briefs
These provide more detailed information to guide developers on the design and layout constraints and other requirements of individual sites.

Development Plans
A document setting out the local planning authority’s policies and proposals for the development and use of land and buildings in the authority’s area. It includes Unitary, Structure, and Local Plans prepared under transitional arrangements.

It also includes the new-look Regional Spatial Strategies and Development Plan Documents prepared under the Planning & Compulsory Purchase Act of 2004.

Development Plan Documents (DPDs)
Development Plan Documents are prepared by local planning authorities that outline the key development goals of the local development framework.

Development Plan Documents include the core strategy, site-specific allocations of land and, where needed, area action plans. There will also be an adopted proposals map, which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs.

All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector’s binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.

DPDs form an essential part of the Local Development Framework.

Edge-of-centre
For shopping purposes, this is a location within easy walking distance, i.e. 200-300 metres, of the primary shopping area. For leisure and other uses the definition would be based on how far people would be prepared to walk, but is likely to be within 300m of a town centre boundary.

Employment Land
Land allocated in development plans for business, industrial and storage/distribution uses (B1, B2 and B8 uses).

Employment Uses
Any undertaking or use of land that provides paid employment.

Empty Homes Agency
Independent housing charity whose aims are to tackle the problems of empty, wasted and under-used homes.

Environment Agency
Government Agency set up with the aim of protecting or enhancing the environment, taken as a whole in order to play its part in attaining the objective of sustainable development.

Environmentally Sensitive Areas (ESAs)
Areas where local farmers are offered incentives to join voluntary management schemes that encourage the use of traditional farming methods to maintain and enhance conservation interests.

England Rural Development Programme (ERDP)
A programme to protect and improve the countryside and to encourage sustainable enterprise and thriving rural communities.
English Heritage
Government body with responsibility for all aspects of protecting and promoting the historic environment.

English Nature
Government advisors on nature conservation in England.

Environmental Impact Assessment (EIA) and Environmental Statement
Applicants for certain types of development are required to submit an “environmental statement” accompanying a planning application. This evaluates the likely environmental impacts of the development, together with an assessment of how the severity of the impacts could be reduced.

Estuary Management Plans
Plans which bring together a wide range of organisations involved in the development, management and use of the coast within a framework that facilitates with an interest in sustainable estuarine planning.

EU Structural Funds
The European Union provides Structural Funds for supporting social and economic restructuring across the Union. They account for over a third of the European Union budget. Structural funds are delivered through agreed operational spending programmes and strategies. These comprise the European Regional Development Fund (ERDF), the European Social Fund (ESF) and the European Agricultural Guarantee and Guidance Fund (EAGGF).

European Spatial Development Perspective (ESDP)
ESDP is a policy framework prepared by Member States of the European Union and the European Commission which aims to achieve a balanced and sustainable development of the European territory.

Examination In Public (EIP)
Consideration of public views on a draft development plan or proposed changes to it, held before an independent inspector.

Factory Outlet Centre
Group of shops specialising in selling seconds and end-of-line goods at discounted prices.

Farm Diversification
The development of a variety of economic activities linked to working farms, designed to support farm income and use surplus land, e.g. forestry, leisure, tourism.

Flood Plain
Land adjacent to a watercourse over which water flows, or would flow but for defences in place, in times of flood.

Flood Risk Assessment
An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Fossil Fuels
Fuels derived from organic remains. Fossil fuels result from the incomplete decomposition of organic material and are considered to be non-renewable resources as the rate at which they are consumed exceeds that of their formation.

Freight Quality Partnerships (FQPs)
Partnerships between local authorities and the freight industry through which benefits can be gained through working together to share responsibility for, and to understand, distribution problems and issues at both local and regional levels.

General Conformity
A process by which Regional Planning Bodies consider whether a Development Plan Document or a major planning application is in “general conformity” with the Regional Spatial Strategy. Also, all other DPDs must conform to a Core Strategy DPD.

Green Belt
Areas of land where development is particularly tightly controlled. The purposes of Green Belt are to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns from merging; to safeguard the countryside from encroachment; to preserve the setting and special character of historic towns; and to aid urban regeneration by encouraging the recycling of derelict and other urban land. The broad extent of the Green Belt is designated in structure plans, with detailed boundaries defined in UDPs/local plans.

Greenfield Land
Land which has not previously been developed.

Ground Water
Water that exists beneath the earth’s surface in underground streams and aquifers.

Habitats (and Species) Directive
European Council Directive 92/43/EEC on the conservation of natural habitats and of wild flora and fauna which requires EU member states to protect scheduled species and to designate and manage special areas of conservation (SAC).

Hazardous Waste
Waste which, because of its quantity, concentration or characteristics, poses a present or potential hazard to human health or the environment when improperly treated, stored, transported, dispersed of or otherwise managed.

Heritage Coast
Designated by the Countryside Agency to focus attention on the management of the finest stretches of undeveloped coast where the needs of conservation, pressures of recreation and problems of pollution need to be considered in a co-ordinated way.
Historic Battlefields and Parks and Gardens of Special Historic Interest

These are of national interest and are included on non-statutory Registers maintained by English Heritage.

Homeworking

This relates to the growing practice of working from home, particularly when making use of new information technology and telecommunications, or tele-working, e.g. by freelance workers or employees using electronic links to the office.

Household Waste (or Municipal Waste)

This includes refuse from household collection rounds, waste from street sweeping and public litter bins, bulky items collected from households, waste taken to Civic Amenity sites and waste collection separately for recycling or composting or taken to recycling sites.

Housing Market Renewal Pathfinders

Nine sub-regional projects to tackle low demand and abandonment, administered by a group of local authorities working in partnership and in receipt of funding from the Housing Market Renewal Fund.

Housing Market Restructuring/Renewal

Process of arranging public sector intervention (in partnership with others) to sustain areas in which housing market failure (or low-demand housing) is evident.

ICT

An abbreviation for information communication technology, e.g. telephony and the development of the use of the internet for business, educational, community and domestic purposes.

‘In bye’ Land

Enclosed grassland, usually found in rural upland areas, which has not been ploughed, levelled, drained and re-seeded for at least 10 years and which is subject to regular treatment with fertiliser, used for pasture or for the production of hay or silage.

Index of Multiple Deprivation (IMD)

A ward-level index made up from six indicators (income; employment; health deprivation and disability; education; skills and training; housing; and geographical access to services). IMD can help to identify areas for regeneration.

Industrial Waste

Waste from any factory or industrial process (excluding mines and quarries).

Inert Waste

Waste not undergoing significant physical, chemical or biological changes following disposal, as it does not adversely affect other matter that it may come into contact with, and does not endanger surface or groundwater.

Infilling

The filling of a small gap in an otherwise built-up frontage, e.g. a gap which could be filled by one or two houses.

Informal Open Space

Land provided for the enjoyment and amenity of residents and visitors that does not contain marked out pitches or other facilities.

Infrastructure

Services necessary to serve development, e.g. roads and footpaths, electricity, water, sewerage.

Integrated Coastal Zone Management (ICZM)

Integrated Coastal Zone management (ICZM) is a process which aims to establish sustainable levels of economic and social activity in our coastal areas while protecting the coastal environment. It brings together all those involved in the development, management and use of the coast within a framework that facilitates the integration of their interests and responsibilities (Source: Defra).

Interchange

To transfer between different transport modes to complete a single journey. Transport interchanges are places where the change between modes of travel is easy, for example a bus/rail station or an airport with rail access.

Inward Investment

New business investment or expansion of an existing investment into an area from outside.

INTERREG

European Community initiative to promote trans-national cooperation in spatial planning within the context of the European Spatial Development Perspective.

Issues, Options and Preferred Options

The "pre-submission" consultation stages on Development Plan Documents with the objective of gaining public consensus over proposals ahead of submission to government for independent examination.

Kerbside Recycling

Collection of recyclable or compostable wastes usually from the pavement outside premises, most commonly from households but also from businesses.

Knowledge Based Industry

High technology industries (such as computers and office equipment, and pharmaceuticals) and knowledge based services (for example telecommunications, information technology, finance, insurance, and business services), which are important to economic development.

Land Contamination

Contamination by substances with a potential to harm the environment, from any previous use or activity but which is
not considered to constitute Contaminated Land under the Environment Protection Act 1990 Part IIA.

Landfill
The permanent disposal of waste into the ground, by the filling of man-made voids or similar features, or the construction of landforms above ground level (land-raising).

Listed Buildings
Buildings of special architectural or historic interest listed by the Secretary of State for Culture, Media and Sport on the advice of English Heritage. Buildings are graded to indicate their relative importance.

Local Agenda 21 (LA21)
A comprehensive programme of action prepared by local authorities and designed to achieve sustainable development.

Local Development Documents (LDD)
These include Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan). LDDs collectively deliver the spatial planning strategy for the local planning authority’s area.

Local Development Framework (LDF)
The overarching term given to the collection of Local Development Documents (LDDs) prepared by a local planning authority.

Local Development Schemes
The local planning authority’s time-scaled programme for the preparation of Local Development Documents that must be agreed with government and reviewed every year.

Local Environment Agency Plans (LEAPs)
These are prepared by the Environment Agency on a catchment basis and develop a long-term vision and medium-term strategies and actions.

Local Housing Needs
These apply when employment, social and economic consequences lead people to choose or demonstrate a need to live or remain in a locality where accommodation is not available to them. Categories of need could include:
- existing residents who need separate accommodation in the area, e.g. newly married couples, people leaving tied accommodation on retirement;
- people who need to live in proximity to the key local services they provide;
- people who have long-standing links with the local community such as the elderly, who need to be close to relatives;
- people with the offer of a job in the locality.

Local Nature Reserves
Sites designated under terms of the National Parks and Access to the Countryside Act 1949 and owned, leased or managed under agreement by local authorities.

Local Planning Authority
Usually the district council, metropolitan district or unitary authority, but for some functions in the shire counties of Cheshire, Cumbria and Lancashire (e.g. structure plans, mineral control and waste disposal), the county council. The Lake District National Park Authority is the local planning authority for the Lake District National Park.

Local Plan
Prepared under the Planning Acts, usually by district councils, this sets out detailed policies and proposals for the development and use of land. Planning law now requires that all district councils prepare a local plan covering the whole of their area. Some local plans are prepared for specific subjects like minerals and waste disposal.

Local Strategic Partnership (LSP)
An overall partnership of people that brings together organisations from the public, private, community and voluntary sector within a local authority area, with the objective of improving people’s quality of life.

Local Transport Plan (LTP)
A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.

MAFF
The Ministry of Agriculture, Fisheries and Food (MAFF) has now been replaced with the Department for Environment, Food and Rural Affairs. The new Department brings together: the Environment Protection Group and the Wildlife and Countryside Directorate from the former DETR; all the functions of the former MAFF (including the old Farming and Rural Conservation Agency); and responsibility for certain animal welfare issues and hunting with hounds from the Home Office. Additionally, DEFRA sponsors a number of important agencies and Non-Departmental Public Bodies and has a range of statutory and non-statutory advisory bodies.

Materials Recycling Facilities (MRF)
A facility for storing and baling recyclable waste.

Mechanical Biological Treatment (MBT)
This is the treatment of residual waste using a combination of mechanical separation and biological treatment.

Minerals Development
The acquisition and working of minerals by surface or underground methods and associated ancillary business, like secondary mineral industries and aggregate handling depots.
Mineral Planning Authority (MPA)
The Planning Authority with responsibility for mineral development.

Minerals Planning Guidance Note (MPG)
Prepared and issued by central Government as advice to minerals planning authorities and the minerals industry.

Municipal Solid Waste
Household waste and any other waste collected by a waste collection authority such as municipal parks and gardens waste, beach cleansing waste and waste resulting from the clearance of fly-tipped materials.

Natura 2000
A network of internationally significant wildlife sites within the EU, comprising Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).

National Nature Reserves (NNR)
Areas of land, all SSSIs, of national and sometimes international importance in terms of nature conservation, managed by or for English Nature.

National Parks
The North West contains the Lake District National Park in its entirety and a part of two others, the Yorkshire Dales and Peak District. (These others are, for strategic planning purposes, covered respectively by the Regional Planning Guidance for Yorkshire and the Humber and the East Midlands).

National Parks were created by the National Parks and Access to the Countryside Act 1949 for the purpose of:

- conserving and enhancing the natural beauty, wildlife and cultural heritage of their area;
- promoting opportunities for the understanding and enjoyment, by the public, of the special qualities of those areas.

National Park Authorities also have the duty to foster the economic and social well-being of communities within the Park. They additionally act as the local planning authority and joint structure plan authority for the areas they administer.

Nature Conservation
The protection, management and promotion of wildlife habitat for the benefit of wild species, as well as the communities that use and enjoy them.

Neighbourhood Renewal
A national strategy setting out the government’s vision for narrowing the gap between deprived neighbourhoods and the rest of the country so that within 10 to 20 years, no-one should be seriously disadvantaged by where they live.

New Approach to Appraisal (NATA)
Methodology introduced in the Government White Paper A New Deal for Transport, used in appraising major transport improvements. Details of the methodology are set out in “Guidance on the Methodology for Multi-Modal Studies”.

Non-Fossil Fuels
Sources of energy not derived from the combustion of fossil fuels. Examples include renewable energy resources such as wind or hydroelectric (water) power.

North European Trade Axis (NETA)
Transnational spatial planning across Ireland, Northern England, Netherlands and Germany.

Northern Way
A cross-regional strategy created by the three Northern Regional Development Agencies (RDAs); North East, North West and Yorkshire and Humberside and their partners in response to the ODPM’s ‘Sustainable Communities Plan’ progress report ‘Making it Happen: the Northern Way’, the purpose of which is to create a step-change in economic growth across the North of England.

Network Rail
Company responsible for the management of the rail network including stations.

Objectives 1 & 2
The European Union has a number of major policies in place with a strong regional perspective. These objectives form part of its Structural Funds programme, which is directed at areas affected by industrial decline. Merseyside is eligible for Objective 1 funding and other parts of the North West are included under Objective 2.

Open Countryside
That part of the Region outside towns and villages.

Out-of-Centre
A location that is clearly separate from a town centre but not necessarily outside the urban area.

Park-and-Ride
Long stay parking areas at the edge of built-up areas linked to the city or town centre by frequent bus or other public transport services.

Passenger Transport Authority
An independent joint board, responsible for overseeing the coordination of public transport through the formulation of passenger transport policies. Established under the Local Government Act 1985. PTAs obtain the majority of funding through a levy on each of constituent metropolitan district councils.

Phasing or Phased Development
The phasing of development into manageable parts. For example, an annual rate of housing release for large development that may need to be controlled so as to avoid destabilising housing markets and causing low demand.
Plan, Monitor and Manage (PMM)

Approach to housing provision involving: Plan for an overall annual rate and distribution of housing, Monitor the proposed provision against targets and indicators, Manage the process.

Plan-led System

The principle that decisions upon planning applications should be made in accordance with adopted development plans (and DPDs), unless there are other material considerations that may indicate otherwise.

Planning and Compulsory Purchase Act 2004


Planning Obligations

Legal agreements which ensure certain planning issues related to the development are undertaken. Also known as Section 106 agreements.

Planning Policy Guidance Notes (PPG) / Planning Policy Statements (PPS)

These notes set out the Government's policies on different aspects of planning. They should be taken into account by regional planning bodies and local planning authorities in preparing Regional Spatial Strategy and Local Development Frameworks and may also be material to decisions on individual planning applications and appeals.

Previously-Developed Land

Defined in Annex C of PPG3 as:

‘Previously-developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously-developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures.

The definition excludes land and buildings that are currently in use for agricultural or forestry purposes, and land in built-up areas which has not been developed previously (e.g. parks, recreation grounds and allotments – even though these areas may contain certain urban features such as paths, pavilions and other buildings). Also excluded is land that was previously developed but where the remains of any structure or activity have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings), and where there is a clear reason that could outweigh the re-use of the site – such as its contribution to nature conservation – or it has subsequently been put to an amenity use and cannot be regarded as requiring redevelopment.’

Primary Aggregates

Naturally occurring sand, gravel and crushed rock used for construction purposes.

Primary Route Network

The Primary Route Network (PRN) was first established in the mid 1960s, and in conjunction with motorways, provides a national network for long distance traffic movements throughout Great Britain. It consists of all-purpose trunk roads together with the more important principal (‘A’ Class) roads for which local highway authorities are responsible. Although not a road classification as such, Primary Routes are designated by the Secretary of State and are required to be open to all classes of traffic without restriction. The PRN is identifiable by green background direction signs.

Proximity Principle

Principle of waste management as defined in Box 1 of PPG10 i.e. waste should generally be managed as near as possible to its place of production, because transporting waste itself has an environmental effect.

Public Open Space

Urban space, designated by a Council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural usages).

Ramsar sites

Designated by the UK Government under the Ramsar Convention to protect wetlands that are of international importance, particularly as waterfowl habitats. All Ramsar sites are also SSSIs.

Recycling

Reprocessing of wastes, either into the same material or different material.

Regional Aggregates Working Party (RAWP)

Partnership of members of Mineral Planning Authorities, Aggregates Industry and Government, set up to prepare guidelines on the provision of aggregates in the region.

Regional Economic Strategy (RES)

The North West Development Agency’s (NWDA) Regional Strategy is referred to in the text of this RSS as the ‘Regional Economic Strategy’ to avoid confusion with other regional strategies which may be relevant to development plan preparation.

Regional Housing Strategy

Prioritising the needs of the region (by location and/or types of expenditure) to allow decisions to be taken on how housing resources should be allocated within the region.

Regional Planning Body (RPB)

The institution responsible for monitoring and preparing draft revisions to RPG. In this region, the RPB is the North West Regional Assembly (NWRA).
Regional Transport Strategy

Produced by the RPB, informing local transport plans, and providing a strategic overview of transport strategies and investment priorities. The RTS is an integral part of the RSS.

Regionally Important Geological/Geomorphological Sites (RIGS)

Non-statutory sites recognised by English Nature and local authorities as of regional importance.

Regional Self-Sufficiency

Principle of waste management as defined in Box 1 of PPG10 i.e. most waste should be treated or disposed of within the region in which it is produced. Each region should provide for sufficient facilities to manage the quantity of waste expected to be dealt with over a period of at least 10 years.

Regional Technical Advisory Body (RTAB)

Advise the Regional Planning Body on waste management and disposal issues.

Renewable Energy

The generation of electricity from sources that occur naturally and repeatedly in the environment, i.e. from the sun, wind, oceans and the fall of water. Plant material is an important source of renewable energy and combustible or digestible industrial, agricultural and domestic waste materials are also normally categorised as renewable sources.

Residual Waste

Waste remaining after materials for reuse recycling and composting have been removed.

Retail Uses

Defined as Shops (A1), Professional and Financial Services (A2), and Food and Drink, including hot food take-aways (A3).

River Corridor

Land which has visual, physical or ecological links to a watercourse and which is dependent on the quality or level of the water it contains.

Rural Area

An area containing open countryside and villages.

Rural Diversification

The expansion, enlargement or variation of the range of products or fields of operation of a rural business (branching out from traditional farming activities, for example new income generating enterprise like renewable energy, tourism and food processing).

Saved Policies/Saved Plans

Policies within unitary development plans, local plans and structure plans that are saved for a time period during replacement production of Local Development Documents.

Scheduled Ancient Monuments

Archaeological sites, monuments or buried remains of national importance, designated by the Secretary of State for Culture, Media and Sport.

Secondary Aggregates

Includes by-product waste, synthetic materials and soft rock used with or without processing as a secondary aggregate.

Semi-natural Habitats

Habitats modified by human activity but containing native wildlife species.

Semi-natural Woodlands

Areas of woodland that do not obviously originate from planting.

Settlements

Towns and villages where basic services are provided. This definition does not include isolated groups of buildings.

Shoreline Management Plans

Non-statutory plans prepared by coastal defence authorities (the Environment Agency and maritime local authorities) which set out a strategy for sustainable coastal defence within coastal sediment cells.

Sites of Special Scientific Interest (SSSI)

SSSIs are areas of land notified under the Wildlife and Countryside Act (1981) and designated by English Nature as being of special value for nature conservation or geological or physiographic interest and represent the best examples of the nation’s heritage of wildlife habitats, geological features and landforms.

Social Inclusion

Positive action taken to include all sectors of society in planning and other decision-making.

Spatial Planning

Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.

This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

Special Area of Conservation (SAC)

Designated by the UK Government under the European Community Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora. The areas of the UK proposed as SACs are SSSIs that contribute most to the survival of species and habitats of European importance. In combination with special protection areas (SPA), these sites contribute to the Natura 2000 network.
Special Protection Area (SPA)
Areas designated by the UK Government under the European Community Directive on the Conservation of Wild Birds to safeguard the habitats of birds, particularly migrating species. All SPAs are also SSSIs. In combination with special areas of conservation (SAC), these sites contribute to the Natura 2000 network.

Statutory Undertakers/Statutory Utilities
These provide essential services such as gas, electricity, water or telecommunications.

Structural Funds
European Union funding allocated to reduce economic disparities within the EU and address the impact of structural change.

Structure Plan
Development plan which sets out strategic planning policies for a particular shire county and forms the basis for detailed policies in local plans.

Sub-regional Partnership
A sub-regional strategic body directing, influencing and co-ordinating a range of economic development and regeneration activities often made up of key private, public and other interests.

Sustainability Appraisal/Strategic Environmental Appraisal

Sustainable Development
The most commonly used definition is that of the 1987 World Commission on Environment and Development, the Brundtland Commission: ‘development which meets the needs of the present without compromising the ability of future generations to meet their own needs’.

Sustainable Drainage Systems (SuDS)
A means of controlling surface water run-off as close as possible to its origin before it enters a watercourse.

Traffic Management
Measures to control the volume and speed of traffic and assist road safety.

Tranquil areas
Areas sufficiently remote from visual or audible intrusion from development or traffic to be considered unspoilt by urban influences.

Trunk Road
A road for which the Secretary of State for Transport is legally responsible. The Highways Agency is responsible for discharging the Secretary of State’s duties, including the planning, funding and execution of maintenance and other works.

Unfit Housing
Housing which does not meet legislative standards for human habitation.

Unitary Development Plan (UDP)
A plan prepared by a metropolitan district and some unitary local authorities which contains policies equivalent to those in both a structure plan and local plan. In the North West the districts of Bolton, Bury, Halton, Knowsley, Liverpool, Manchester, Oldham, Rochdale, St Helens, Salford, Sefton, Stockport, Tameside, Trafford, Warrington, Wigan and Wirral are all responsible for preparing a UDP for their area.

Urban Open Spaces
Parks, play areas, sports fields, commons, allotments, green corridors alongside rivers, canals and railway lines and other open areas that are vital to the cultural, aesthetic, and historic heritage of urban life.

Urban Potential Study (UPS)
A study produced for a local planning authority area examining the potential capacity of urban areas to accommodate extra housing on new or redeveloped sites at various densities, or by the conversion of existing buildings.

Urban Regeneration
Making an urban area develop or grow strong again through means such as job creation and environmental renewal.

Village
A group of houses in a predominantly rural area with some community facilities and employment activity, but smaller than a town.

Vitality and Viability
The factors by which the economic health of a town centre can be measured.

Waste Developments
The disposal and treatment of refuse or waste material by landfilling or other methods; the disposal of mineral waste; the development of buildings, engineering processes or other operations to deal with waste; and plants and facilities for waste water treatment and disposal are all classified as waste developments.

Waste Hierarchy
Principle of waste management as defined in Box 1 of PPG10 i.e., a theoretical framework which acts as a guide to the waste management options which should be considered when assessing the BPEO.
Waste Planning Authority (WPA)
The local authority responsible for waste development planning and control. They are unitary authorities, including National Park Authorities, and county councils in non-unitary areas.

Water Framework Directive
EC water legislation. Requires all inland coastal water to reach ‘good status’ by 2015. It establishes a river basin district structure within which demanding environmental objectives will be set, including ecological targets for surface waters.

Wind Farms
A group of wind turbines located in areas exposed to wind. A wind farm may vary in terms of the number and size of turbines.

Windfall Site
A site not specifically allocated for development in a local plan or UDP but which becomes available for development or is granted planning permission during the lifetime of a plan.

World Heritage Site
UNESCO designation – A site of cultural or natural heritage considered to be of outstanding universal value and worthy of special protection.
19. Transitional Arrangements for Structure Plans

Planning Policy Statement 11 (PPS11) identifies that on adoption of a structure plan, the policies in the plan will be “saved” for a period of three years unless the Regional Spatial Strategy (RSS) revisions are published by the Secretary of State that replace the structure plan policies (Para 2.54).

Paragraph 2.55 states:

‘…the RPB should identify which policies in the relevant draft RSS revision replace which policies in saved structure plans. This will give interested persons adequate notice and an opportunity to make representations before an examination is held. The RPB’s proposals for replacement of structure plan policies can then be tested at the examination into the RSS revision so that before the end of the three year period these replaced structure plan policies no longer have effect.’

The tables below set out the North West Regional Assembly’s opinion on which structure plan policies are replaced by policies contained in the submitted draft RSS. It should be noted that there are instances where it may be appropriate to consider whether structure plan policy can be appropriately expressed in Local Development Frameworks that are being prepared by local authorities in the region.
### Joint Cumbria and Lake District Structure Plan – Modifications (September 2005)

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### Cheshire Structure Plan 2016 – Alteration (Adopted December 2005)

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(Adopted December 2005)

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Appendices

Appendix RT1.1: Regional Public Transport Framework

The detailed justification for the inclusion of the corridors in each particular tier can be found in the RSS Technical Annex.

Key Regional Public Transport Corridors and Markets

Public transport corridors 227 defined as "regional" serve two key functions: first, they provide linkages between the City Regions, sub-regions and regional towns and cities in the North West and second, provide linkages between the North West and other City Regions, core cities and regions within the UK and beyond.

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227 Public transport corridors identified in the framework include rail, light rail and bus routes and are not intended to identify a particular mode. Diagram RT1.1 should be read in conjunction with the tables in Appendix RT1.1 to identify the modes serving each corridor.

228 From Spring 2006 when Liverpool South Parkway opens.
**Other Public Transport Corridors and Markets of Regional Significance**

These corridors provide key linkages within the City Regions and sub-regions identified in the Regional Development Framework and connect the regional centres with other regional towns and cities both across and outwith the North West.

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<th>Key Provider</th>
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<td>Local Bus</td>
</tr>
<tr>
<td>Lancaster – Blackpool</td>
<td>Commuters, Leisure</td>
<td>Local Bus</td>
</tr>
<tr>
<td>Liverpool – Airport</td>
<td>Commuters, Business, Leisure</td>
<td>Local Bus</td>
</tr>
<tr>
<td>Liverpool – Birkenhead</td>
<td>Commuters</td>
<td>Rail, Local Bus</td>
</tr>
<tr>
<td>Liverpool – Chester</td>
<td></td>
<td>Rail</td>
</tr>
<tr>
<td>Liverpool – Southport</td>
<td>Commuters, Leisure</td>
<td>Rail, Local Bus</td>
</tr>
<tr>
<td>Macclesfield – Crewe</td>
<td>Commuters</td>
<td>Local Bus</td>
</tr>
<tr>
<td>Manchester – Altrincham – Northwich</td>
<td>Commuters</td>
<td>LRT, Rail, Local bus</td>
</tr>
<tr>
<td>Manchester – Ashton</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
<td>Manchester – Bolton</td>
<td>Commuters</td>
<td>Rail, Local bus</td>
</tr>
<tr>
<td>Manchester – Bury</td>
<td>Commuters</td>
<td>LRT, Local bus</td>
</tr>
<tr>
<td>Manchester – Manchester Airport</td>
<td>Commuters, Business, Leisure</td>
<td>Rail, Local Bus, Express Coach</td>
</tr>
<tr>
<td>Manchester – Rochdale</td>
<td>Commuters</td>
<td>Rail, Local bus</td>
</tr>
<tr>
<td>Area</td>
<td>Type</td>
<td>Mode</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>----------</td>
<td>---------------</td>
</tr>
<tr>
<td>Manchester – Stockport – Macclesfield</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local bus</td>
</tr>
<tr>
<td>Manchester – Wigan</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local bus</td>
</tr>
<tr>
<td>Manchester Airport – Stockport</td>
<td>Commuters</td>
<td>Local Bus</td>
</tr>
<tr>
<td></td>
<td>Leisure</td>
<td></td>
</tr>
<tr>
<td>Manchester – Oldham – Rochdale</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local bus</td>
</tr>
<tr>
<td>Oldham – Halifax/Huddersfield</td>
<td>Commuters</td>
<td>Local Bus</td>
</tr>
<tr>
<td></td>
<td>Leisure</td>
<td></td>
</tr>
<tr>
<td>Preston – Chorley – Leyland – Greater Manchester</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
<td></td>
<td>Leisure</td>
<td>Local Bus</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Express coach</td>
</tr>
<tr>
<td>Preston – Lancaster</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local Bus</td>
</tr>
<tr>
<td>Rochdale – Burnley</td>
<td>Commuters</td>
<td>Local Bus</td>
</tr>
<tr>
<td></td>
<td>Leisure</td>
<td></td>
</tr>
<tr>
<td>Rochdale – Bury – Bolton</td>
<td>Commuters</td>
<td>Local Bus</td>
</tr>
<tr>
<td></td>
<td>Leisure</td>
<td></td>
</tr>
<tr>
<td>Rochdale – Leeds City Region</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
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<td>Leisure</td>
<td>Local Bus</td>
</tr>
<tr>
<td>Runcorn – Liverpool</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local Bus</td>
</tr>
<tr>
<td>Southport – Preston</td>
<td>Commuters</td>
<td>Local Bus</td>
</tr>
<tr>
<td></td>
<td>Leisure</td>
<td></td>
</tr>
<tr>
<td>Stockport – Ashton under Lyne</td>
<td>Commuters</td>
<td>Local Bus</td>
</tr>
<tr>
<td></td>
<td>Leisure</td>
<td></td>
</tr>
<tr>
<td>Stockport – Crewe</td>
<td>Commuters</td>
<td>Local Bus</td>
</tr>
<tr>
<td>Warrington – Altrincham</td>
<td>Commuters</td>
<td>Local bus</td>
</tr>
<tr>
<td>Warrington – Liverpool</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local Bus</td>
</tr>
<tr>
<td>Warrington – Manchester</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
<td>Warrington – Northwich</td>
<td>Commuters</td>
<td>Local Bus</td>
</tr>
<tr>
<td>Warrington – Runcorn</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local Bus</td>
</tr>
<tr>
<td>Warrington – St Helens</td>
<td>Commuters</td>
<td>Local Bus</td>
</tr>
<tr>
<td>Warrington – Widnes</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local Bus</td>
</tr>
<tr>
<td>Warrington – Wigan</td>
<td>Commuters</td>
<td>Rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local bus</td>
</tr>
<tr>
<td>Widnes – St Helens</td>
<td>Commuters</td>
<td>Local Bus</td>
</tr>
<tr>
<td>Wigan – St Helens – Liverpool</td>
<td>Commuter</td>
<td>Rail</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local Bus</td>
</tr>
</tbody>
</table>
Public Transport Framework Hierarchy of Interchanges

The Public Transport Framework also identifies a hierarchy of public transport interchanges across modes of regional or sub-regional significance which are linked by the regional and sub-regional corridors outlined above.

Key Regional Interchanges for the North West City Regions

These interchanges provide linkages between the North West city-regions (and identified sub-regions) and the rest of the World via inter-city or inter-regional express rail, air or express coach. In addition, they act as points of interchange between local and long-distance services for large hinterlands within the City Regions and act as the key gateways to the North West from both the north (Carlisle) and the south (Crewe). They include (inter alia) all major stations (as identified by Network Rail) and key interchanges (as identified by National Express). In addition to providing interchange between long-distance services, interchange between long-distance and local services is also possible.

The key regional public transport interchanges in the North West are the rail stations and airports serving the regional centres of Manchester and Liverpool:

- Liverpool John Lennon Airport
- Liverpool Lime Street Railway Station
- Manchester Airport (including Manchester Airport Railway Station)
- Manchester Piccadilly Railway Station

The other key regional interchanges for the City Regions are:

- Carlisle Railway Station
- Chester Railway Station
- Crewe Railway Station
- Liverpool Norton Street Coach Station
- Manchester Chorlton Street Coach Station
- Preston Bus Station
- Preston Rail Station
- Warrington Stations (Bank Quay, Central and Golden Square Bus Station)
- Wigan Stations (Wallgate, North Western and Bus Station)

Other Interchanges for Travel Between and Within the North West City Regions and Regional Towns and Cities

These interchanges provide opportunities for travel between regional towns and cities, major towns and the regional centres within the North West. They act as points of interchange both within and between modes, although their hinterlands will generally be smaller than those of the Key Interchanges. Whilst some provide interchange between long-distance and regional / Inter-regional services and may also offer connections to destinations outside of the North West, they generally offer fewer journey opportunities compared to key City Region interchanges and are primarily used for intra-regional travel. They comprise:

- Altrincham
- Barrow
- Birkenhead
- Blackburn Interchange (rail and bus)
- Blackpool
- Bolton Rail & Bus Station
- Burnley
- Bury
- Ellesmere Port
- Lancaster Rail Station
- Macclesfield
- Manchester Oxford Road
- Manchester Victoria
- Northwich
- Oldham
- Rochdale
- Runcorn
- Salford Crescent
- Ashton under Lyne
- Southport
- St Helens
- Stockport
- Widnes

Sub-Regional and Local Corridors and Interchanges

Based on the identified key service centres and following the method used to determine the Regional Public Transport Framework set out in the RSS Technical Annex, local authorities should develop frameworks of sub-regional and local corridors and interchanges, linking identified key service centres.

Key Public Transport Priorities of Regional or Sub-Regional Significance

Public transport priorities are identified in Policy RT8.

229 Please note that interchanges will often serve multiple functions and are categorised according to the highest order services they serve (i.e. Manchester Piccadilly is a long-distance interchange but also provides regional and local travel opportunities)
Appendix RT2.1: Functional Road Hierarchy and Regional Highway Network

The detailed justification for the inclusion of routes in each particular tier can be found in the RSS Technical Annex.

Routes of Strategic National Importance

These routes have been identified as being of strategic national importance based on satisfying each of the following four criteria as defined by the Department for Transport:

- An average daily traffic flow along the length of the route of more than 60,000 vehicles;
- Link at least two of the top twenty English cities by population, or link one of these cities with an airport/seaport or Wales/Scotland;
- Carry heavy goods vehicle traffic equal to or in excess of 15% as a percentage of all traffic, as an average along the length of the route; and
- Form part of the European Union’s Trans-European Road Network (TERN).

They comprise:

- M6/A74(T) North from A500(T) at Junction 16 to Scotland
- M56/A5117(T)/A550(T) West from M60 at Junction 4 to Wales
- M62/M60 East from M57 at Junction 6 to Junction 22 in Yorkshire
- M60 Manchester Outer Ring Road Clockwise from Junctions 1 to 12 & 18 to 1
- A5103(T) North from M56 at Junction 3 to M60 at Junction 5

These routes are managed and maintained by the Highways Agency on behalf of the Secretary of State for Transport, and the Government intends that decisions on improvements should continue to be taken nationally.

Other Routes of National Importance

Together with Routes of Strategic National Importance, these routes form a network the principal function of which is to connect the North West, including its two Core Cities of Liverpool and Manchester and Manchester Airport and the Port of Liverpool, with a range of destinations of UK or international significance. They are in general trunk roads of motorway or all-purpose dual carriageway standard, and include a number of routes which are part of the Trans-European Road Network (TERN). They comprise:

- M53/A55(T) South from M56 at Junction 15 to Wales (TERN)
- M57 North from M62 Tarbock Interchange to M58/A5036(T) at Switch Island (TERN)
- M61 North from M60 at Junction 15 to M6 at Junction 30 (TERN)
- A66(T) East from M6 at Junction 40 to the North East
- A69(T) East from M6 at Junction 43 to the North East (TERN)
- A483(T) South from A55(T) near Chester to Wales (TERN)
- A556(T) North from M6 at Junction 19 to M56 at Juctions 7/8
- A5036(T) South West from M57/M58 at Switch Island to the Port of Liverpool (TERN)

These routes are managed and maintained by the Highways Agency on behalf of the Secretary of State for Transport, although the Government intends that decisions on improvements should be taken regionally.

Routes of Regional Importance

In general, these are key inter-urban routes whose principal function is to link the main population and employment centres as identified in the Regional Spatial Framework, including regeneration priority areas and coastal resort towns, major tourist destinations such as the Lake District National Park, and major ports, airports and inter-modal freight terminals, with:

i) routes of strategic national or national importance, or

ii) similar destinations in adjacent regions.

Routes of regional importance are of varying standard and include a number of motorways and all-purpose dual carriageways. Although many are trunk roads, a significant number are, or on de-trunking will become, the responsibility of local authorities. All-purpose routes are included in the Primary Route Network. They comprise:

Trunk Roads

- M53 North from M56 at Junction 15 to Kingsway Tunnel Approach, Wallasey
- M55 West from M6 at Junction 32 to Blackpool
- M58 West from M6 at Junction 26 to M57/A5036(T) at Switch Island
- M65 East from M6/A6 at Bamber Bridge to A56(T) at Junction 8
- M66/A56(T) North from M60/M62 at Junction 18 to M65 at Junction 8
- M67/A57(T)/A628(T) East from M60 at Junction 24 to Derbyshire
- M602 West from A57/A5063 at Salford to M60/M62 at Junction 12
- A41(T)/A550(T) South from M53 at Junction 5 to A5117(T) at Woodbank
- A66(T) West from M6 at Junction 40 to Workington
- A585(T) North from M55 at Junction 3 to the Port of Fleetwood
- A590(T) West from M6 at Junction 36 to Barrow-in-Furness
- A595(T) South West from A66(T) at Chapel Brow to Calder Bridge
- A627(M)/A663(T) South from Rochdale and M62 to M60 at Junction 21
These routes are managed and maintained by the Highways Agency on behalf of the Secretary of State for Transport, although the Government intends that decisions on improvements should be taken regionally.

**Local Authority and Other Non-Trunk Roads**
- M62/A5080 West from Tarbock Interchange (J6) to A5058 Liverpool Inner Ring Road
- M65/A6068/A56 North East from A56(T) at Junction 8 to Yorkshire
- A6 South East from M60 at Stockport to Derbyshire
- A7 North from M6 at Junction 44 to Scotland
- A34 South from M60 at Junction 3 to Staffordshire
- A49 South from M56 at Junction 10 to Shropshire
- A51/A500 South East from A55(T) at Chester to M6 at Junction 16
- A54/A556 North East from A51 near Chester to M6 at Junction 19
- A65 South East from M6 at Junction 36 to Yorkshire
- A523 South from A6 in Hazel Grove to A536 in Macclesfield
- A536/A34/A534 South West from Macclesfield to M6 at Junction 17
- A537/A50/A5033 West from A523 at Macclesfield to A556 West of Knutsford
- A557 North from M56 at Junction 12 to M62 at Junction 7
- A562/A561 West from A557 in Widnes to Port of Garston
- A570 North West from M58 at Junction 3 to Meols Cop (Southport)
- A575 North from M60 at Junction 13 to A580, Worsley
- A580 East from M57 at Junctions 4/5 to M60 at Junction 14
- A591 North West from A590(T) near Levens to A5074 in Windermere
- A595/A7/A69 North East from A66(T) West of Cockermouth to M6 at Carlisle
- A596 North West from A66(T) to Northside, Workington
- A683 West from M6 at Junction 34 to the Port of Heysham
- A689 East from M6/A74(T) at Junction 44 to A69(T) at Brampton
- A5139 East from M53 at Junction 1 to A554 in Wallasey
- A5300 South from M57/M62 Tarbock Interchange to A562 West of Widnes
- Kingsway Tunnel & Approach Roads, Liverpool & Wallasey

**Routes of Sub-Regional Importance**

Sub-regional highway networks, to be defined in Local Transport Plans, should comprise those routes of more than local importance which are considered to be the most appropriate for through traffic movements serving sub-regional economic and social needs, together with routes considered to function as sub-regional distributors. In defining these networks, relevant environmental factors will need to be taken into consideration. Routes of sub-regional importance should form part of the Primary Route Network and should be available for use by heavy goods vehicles.

**Appendix RT5.1: Inter Modal Freight Terminals Locational Criteria**

Proposals for inter-modal freight terminals should:

- Be accessible from the Regional Highway Network as listed in Appendix RT2.1 and consistent with its operation and management;
- Conform with rail industry strategies for freight and network and capacity utilisation and the Regional Planning Assessment;
- Be compatible with the local environment and adjacent land uses;
- Be capable of accommodating, as required:
  - An appropriate road and/or rail layout;
  - Facilities for water-borne freight;
  - Provision for the development of activities that add value; and
  - Scope for future growth;
- Develop a site Travel Plan prior to approval that sets out measures for providing genuine access to the site for potential employees other than by private car; and
- Address potential community, health and quality of life impacts, including air and light pollution, visual intrusion and noise.

**Appendix RT6.1: Advice on Developing Parking Strategies and Setting Standards**

1. **National Parking Guidance and Policy**

National parking guidance and policy is currently provided in the following three documents and should form the cornerstone of local and regional parking plans and strategies. PS11 recognises that the availability of parking is a major influence on travel choice and that the RSS/RTS has an important role to play in ensuring local parking policies collectively support the wider spatial strategy. A consistent approach to parking should be set out in the RTS to avoid wasteful competition between different locations based around either the availability or cost of parking, to the detriment of sustainable development. Parking policies should be co-ordinated with parking controls and charging set out in local plans.

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230 Owned and operated by the Merseyside Passenger Transport Authority
PPG 3 seeks to increase residential density and improve the quality of housing layouts. One way identified of achieving this objective is to limit parking spaces to an average of 1.5 per dwelling.

PPG13 requires a consistent approach to parking to be set out in RTS that will avoid wasteful competition between locations based around the relative supply or cost of parking. Parking policies should be coordinated with parking control and charging set out in LTPs. Further advice to local authorities on developing and implementing policies on parking is given in Paragraph 51 of PPG13 and advice on maximum parking standards given in Paragraphs 52 to 56 with National Parking Standards set out in Annex D. However PPG13 only provides maximum standards for 7 land uses.

Table 1: Examples of Additional Land Use Categories for which Baseline Standards should be derived

<table>
<thead>
<tr>
<th>Land Use Categories</th>
<th>Sub Categories</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Shops</td>
<td>Food</td>
</tr>
<tr>
<td></td>
<td>Non-Food</td>
</tr>
<tr>
<td>A2 Financial &amp; Professional Services</td>
<td>Restaurants, Pubs, Hot Food Takeaways including drive-through</td>
</tr>
<tr>
<td>A3 Food &amp; Drink</td>
<td>B1a &amp; B1b Office (including call centres) &amp; R&amp;D development</td>
</tr>
<tr>
<td></td>
<td>B1c Light industry stand alone</td>
</tr>
<tr>
<td></td>
<td>Business Parks</td>
</tr>
<tr>
<td>B1 Business</td>
<td></td>
</tr>
<tr>
<td>B2 General Industrial</td>
<td></td>
</tr>
<tr>
<td>B8 Storage &amp; Distribution</td>
<td></td>
</tr>
<tr>
<td>C1 Hotels, Motels, Boarding Houses</td>
<td>Nursing Homes</td>
</tr>
<tr>
<td></td>
<td>Training centres and colleges</td>
</tr>
<tr>
<td></td>
<td>Halls of residences</td>
</tr>
<tr>
<td></td>
<td>Residential schools</td>
</tr>
<tr>
<td></td>
<td>Hospitals</td>
</tr>
<tr>
<td>C2 Residential Institutions</td>
<td>Single bed housing</td>
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<tr>
<td></td>
<td>Sheltered housing</td>
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<tr>
<td></td>
<td>Family House 2 to 3 bed</td>
</tr>
<tr>
<td></td>
<td>Family House 4+ beds</td>
</tr>
<tr>
<td>C3 Dwelling Houses</td>
<td>Medical/health facilities</td>
</tr>
<tr>
<td></td>
<td>Crèche/day nurseries/ day centres</td>
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<tr>
<td></td>
<td>Primary &amp; secondary schools</td>
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<td></td>
<td>Sixth Form</td>
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<tr>
<td></td>
<td>Further &amp; Higher Education</td>
</tr>
<tr>
<td></td>
<td>Training &amp; conference centres</td>
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<tr>
<td></td>
<td>Art galleries, museums and libraries</td>
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<tr>
<td></td>
<td>Public halls &amp; places of worship</td>
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<tr>
<td>D1 Non-Residential Institutions</td>
<td>Cinemas &amp; concert facilities</td>
</tr>
<tr>
<td></td>
<td>Other D2 including leisure (buildings)</td>
</tr>
<tr>
<td></td>
<td>Outdoor playing pitches</td>
</tr>
<tr>
<td></td>
<td>Stadia</td>
</tr>
<tr>
<td>D2 Assembly and Leisure</td>
<td></td>
</tr>
<tr>
<td>Miscellaneous Uses</td>
<td>Cash &amp; Carry Wholesale</td>
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<tr>
<td></td>
<td>Car Sales</td>
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<tr>
<td></td>
<td>Vehicle repair &amp; service stations</td>
</tr>
<tr>
<td></td>
<td>Taxi booking offices</td>
</tr>
<tr>
<td></td>
<td>Fuel filling station</td>
</tr>
</tbody>
</table>

Note: Developed for the Joint Lancashire Structure Plan (Adopted March 2005) by Blackburn with Darwen BC, Blackpool BC and Lancashire CC.
### 2. Development of a Methodology for Setting Parking Standards for New Developments

**Parking Standards Framework**

The coarse subdivision of locations into ‘City Region Urban Areas’ and ‘Other NW Region Areas’, the latter effectively being the remainder of the region outside the city region’s urban areas, should be refined to provide better guidance. This can be achieved by introducing additional land use categories whilst also recognising different levels of accessibility which take into account the availability of public transport services and cycling and walking facilities that can vary considerably within a defined location. Authorities should therefore consider developing an analytical approach with a matrix of parking standards for developments that is dependent on:

- Land use and size of development (e.g. developments with less than 5002m or greater than 5002m or number of bedrooms in house);
- Location (e.g. location in City regions, large towns outside of City Regions, key service centres and other rural centres);
- Level of accessibility (Low, medium or high).

Car parking standards should not exceed the maximum regional standards defined in Policy RT6 and example of good practice of refining land use categories is provided in Table 1 below and authorities are encouraged to establish additional categories relevant to their area.

Though ‘Baseline Standards’ represent maxima, this should not automatically mean that all developments should provide parking standards to the highest level. In some circumstances such as densely developed urban core it may not be physically

<table>
<thead>
<tr>
<th>Access Type</th>
<th>Criteria</th>
<th>Criteria Measurement</th>
<th>Score</th>
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</thead>
<tbody>
<tr>
<td>Walking</td>
<td>Distance to nearest bus stop from main entrance to building by a direct &amp; safe route</td>
<td>&lt; 200m</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 300m</td>
<td>3</td>
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<tr>
<td></td>
<td></td>
<td>&lt; 500m</td>
<td>1</td>
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<tr>
<td></td>
<td></td>
<td>&gt; 500m</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Distance to nearest railway station from main entrance to building by a direct &amp; safe route</td>
<td>&lt; 400m</td>
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<td>&lt; 1km</td>
<td>2</td>
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<tr>
<td></td>
<td></td>
<td>&gt; 1km</td>
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<tr>
<td>Cycling</td>
<td>Proximity to defined cycle route</td>
<td>&lt; 100m</td>
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<td></td>
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<td>2</td>
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<td></td>
<td>&gt; 1km</td>
<td>1</td>
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<tr>
<td>Public Transport</td>
<td>Bus frequency of principal service from nearest bus stop</td>
<td><strong>Urban &amp; Suburban</strong></td>
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<tr>
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<td></td>
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<td>5</td>
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<td></td>
<td>30 minute or less</td>
<td>3</td>
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<td>&gt; 30 minutes</td>
<td>1</td>
</tr>
<tr>
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<td>Number of bus services serving different localities stopping within 200metres of main entrance during operational hours of the site</td>
<td><strong>Villages &amp; Rural</strong></td>
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<tr>
<td></td>
<td></td>
<td>4 or more localities served</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 localities served</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 localities served</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 locality served</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Train frequency from nearest station during operational hours of the site</td>
<td><strong>Facilities on site or within 100 metres that reduce the need to travel</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>30 minutes or less</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1 hour or less</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt; 1 hour</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Travel reduction opportunities</td>
<td><strong>Food shop/café</strong></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Newsagent/general store</strong></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Crèche</strong></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Bank/ATM</strong></td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Other</strong></td>
<td>1</td>
</tr>
</tbody>
</table>
possible to provide the maxima. In others where there is high quality public transport and/or public parking in the vicinity then lower or ‘no parking’ standards would be appropriate. Where developments have mixed use there may be an opportunity to pursue shared parking arrangements. In all cases the management of retail and leisure development parking must integrate with the overall parking strategy for that centre.

Table 3: Example of Accessibility Criteria and Scoring for Residential Development

<table>
<thead>
<tr>
<th>Access Type</th>
<th>Criteria</th>
<th>Criteria Measurement</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking distance from centre of site to facilities using a safe direct route</td>
<td>Distance to nearest bus stop</td>
<td>&lt; 200m</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 400m</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 500m</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt; 500m</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Distance to nearest railway station</td>
<td>&lt; 400m</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 800m</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 800m – 1000m</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt; 1km</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Distance to nearest primary school</td>
<td>&lt; 200m</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 400m</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 600m</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt; 600m</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Distance to nearest food shop</td>
<td>&lt; 200m</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 400m</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 600m</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt; 600m</td>
<td>0</td>
</tr>
<tr>
<td>Cycling distance from centre of site</td>
<td>Proximity to defined cycle route</td>
<td>&lt; 100m</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 500m</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt; 1km</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Distance to nearest secondary school</td>
<td>&lt; 400m</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 600m</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 1km</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt; 1km</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Distance to nearest town centre</td>
<td>&lt; 1km</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 3km</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 4km</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Distance to nearest business park or employment concentration</td>
<td>&lt; 1km</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 3km</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 4km</td>
<td>1</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Bus frequency from nearest stop (Mon-Sat daytime)</td>
<td>Urban / Suburban</td>
<td>15 minutes or less</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>30 minutes or less</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>&gt; 30 minutes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rural including villages</td>
<td>Hourly or less</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 hourly or less</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1 or more per day</td>
</tr>
<tr>
<td></td>
<td>Train Frequency from nearest station (Mon-Sat daytime)</td>
<td>30 minutes or less</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>30 – 59 minutes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Hourly or less frequent</td>
</tr>
<tr>
<td>Accessibility to other basic services</td>
<td>GP, Post Office, Library, Bank/ATM and pub.</td>
<td>At least 3 within 400m</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>At least 3 within 800m</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>At least 3 within 1.5km</td>
</tr>
<tr>
<td></td>
<td>Play area or park</td>
<td>&lt; 200m</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 400m</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&lt; 600m</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>&gt; 600m</td>
<td>0</td>
</tr>
</tbody>
</table>
3. Accessibility Criteria

Accessibility criteria and scoring schemes could be developed based on the accessibility assessments that authorities have undertaken to inform their LTP submission. For areas where an assessment has not been undertaken or where there is good reason for developing a different methodology, then criteria and scoring schemes could be developed that defines the accessibility to the development in terms of the provision of public transport, walking, cycling, and other facilities.

Examples of good practice for commercial/business and residential development criteria and scoring, based on the Joint Lancashire Structure Plan (Adopted March 2005) by Blackburn with Darwen BC, Blackpool BC and Lancashire CC, are provided in Tables 2 and 3.

The accessibility level could then be derived from the addition of the scores from the appropriate scheme; examples are given in the table below.

<table>
<thead>
<tr>
<th>Table 4: Examples of Accessibility Levels</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Accessibility Level</strong></td>
</tr>
<tr>
<td>High</td>
</tr>
<tr>
<td>Medium</td>
</tr>
<tr>
<td>Low</td>
</tr>
</tbody>
</table>

Additional criteria could be introduced where they impact on the overall level of accessibility to the development and could include Tramway and LRT systems, guided buses and demand responsive services. Accessibility level ranges should be changed to reflect the additional criteria. The maximum baseline parking standards developed by authorities for their plans and strategies could then be reduced to reflect the ‘Accessibility Level’ of the development; examples are given in the following table.

<table>
<thead>
<tr>
<th>Table 5: Changes to Baseline Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Accessibility Level</strong></td>
</tr>
<tr>
<td>Low</td>
</tr>
<tr>
<td>Medium</td>
</tr>
<tr>
<td>High</td>
</tr>
</tbody>
</table>

4. Parking for cycles and Two Wheel Motorised vehicles (TWMV)

Secure parking facilities should be provided to a minimum standard of 10% of the baseline standards for each category. Where practical, new developments should include showering, changing and other facilities to meet the requirements of users and so encourage less dependence on car use.

5. Parking for people with disabilities

The term disability is a broad one. It includes people with physical, sensory or mental impairment and at a conservative estimate, between 12 and 13 per cent of the population have some degree of impairment. Many, though not all, face barriers to movement in the environment. As many people with disabilities rely on the car, either as a driver or passenger, to get about, parking for them must be conveniently located and well signed. The DfT Traffic Advisory Leaflet (TA 05/95) ‘Parking for Disabled People’ provides guidance on the provision of parking for people with all types of mobility difficulty and so should be an input to an authority’s plans and strategies for parking standards. Parking for people with disabilities is the only situation where minimum standards are applicable.

For car parks associated with new employment premises, 6

<table>
<thead>
<tr>
<th>Table 6: Additional Parking Spaces for Disabled People</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number of parking spaces</strong></td>
</tr>
<tr>
<td>Fewer than 20 spaces</td>
</tr>
<tr>
<td>20 to 60 spaces</td>
</tr>
<tr>
<td>61 to 200 spaces</td>
</tr>
<tr>
<td>Over 200 spaces</td>
</tr>
</tbody>
</table>
bays or 3% of the baseline standards should be designated, which ever is the greater. For car parks associated with shopping areas, leisure or recreational facilities and places open to the general public, 5 bays or 5% of the baseline standards should be designated, whichever is the greater. The numbers of designated spaces may need to be greater at health centres, hospitals, hotels and sports stadia or other venues that specialise in accommodating groups of disabled people.

At railway stations where parking facilities are to be introduced or improved then the Strategic Rail Authority (SRA) recommendations should be used as a minimum as set out in Table 6²³¹.

6. Strategic Park and Ride Facilities

Park and Ride (P&R) facilities can help to promote sustainable travel patterns by reducing the distance travelled by car and improving accessibility and attractiveness of the areas that they serve but should not introduce perverse incentives that encourage car use. Plans and strategies should develop P&R facilities that complement other parking and demand management measures and are integrated with public transport provision. Though P&R is primarily for car users, facilities should be provided for disabled people, walkers, cyclists and TWPVs to access and use the services. Annex E of PPG13 and PPS2 provide advice on P&R in the Green Belt.

7. Design Considerations

Park and Ride and other parking facilities should be designed to the highest practical standards, reflect good practice in urban design and contribute positively to their surroundings. Large areas of unbroken road surfacing should be avoided by the introduction of high quality hard and soft landscaping. In sensitive locations such as conservation areas, local materials that complement the surroundings should be used in a sympathetic manner. In residential locations the principles of ‘Places People and Movement: A Companion Guide to Design Bulletin 32 –Residential Roads and Footpaths’ should be used and should be pursued in other appropriate locations. Safety and security is of paramount importance and operators should follow the principles of ‘Secured by Design’ in order to maximise pedestrian security and minimise vehicle theft²³².

Large vehicle parks and hard standing areas in residential locations can generate substantial volumes of surface water runoff and so the design should incorporate sustainable drainage systems (SuDS) to prevent pollution of the drainage and watercourse systems.

²³¹ Further details can be found at: http://www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=125438&i=4
²³² Details of this initiative can be found at their web site: http://www.securedbydesign.com