



**ONE WARRINGTON : ONE FUTURE**  
**Making it happen**

Warrington Borough Council  
Core Strategy & Local Transport Plan  
Habitat Regulations Assessment  
Stage 1 Screening Opinion Final Report

October 2010

# **Habitat Regulations Assessment (HRA) Screening Opinion (Stage 1) Draft Report**

## **for Warrington Borough Council Core Strategy (Revised Issues and Options) and draft Third Local Transport Plan (LTP3)**

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# 1 Introduction

## 1.1 Background

Local authorities have been encouraged to consider how best to secure alignment between their Local Transport Plan (LTP) and Local Development Framework (LDF). The relationship between transport and spatial planning is clearly strong and in Warrington, the preferred option for the LDF Core Strategy (CS) is being tested using a transport Multi Modal Model (MMM) to analyse the interaction between present and future land-use patterns and their impact on the transport network. The preparation of the Core Strategy revised Options and Issues Report has coincided with preparation of the third Local Transport Plan (LTP3). Since the Habitat Regulations require an assessment of all land use plans and their in-combination effects with all other key plans and projects the assessment of either the Core Strategy (CS) or LTP3 would necessitate consideration of each plan. It has therefore been considered appropriate and resource efficient to undertake a joint assessment of both the revised draft Core Strategy Issues and Options (CS) and the draft Local Transport Plan (LTP3).

## 1.2 Purpose of Report

This screening opinion has been prepared by Warrington Borough Council (WBC) and comprises the first stage of the Habitats Regulation Assessment (HRA) process for both the Council's draft Core Strategy (CS) and the draft third Local Transport Plan (LTP3).

The purpose of the report is to:

- identify the European sites that could potentially be affected by plans and projects within and adjacent to the borough of Warrington;
- outline details of the identified sites European features of interest and the environmental conditions that are required to maintain the favourable conservation status of those features;
- identify any key issues or proposals that are likely to have a significant effect on the identified European sites.
- explore the vulnerability of the sites to potential effects arising from the CS and LTP3, if possible screening out those sites that are unlikely to be affected, based on current knowledge;
- identify those sites that would need to be assessed further as part of the HRA; and
- provide evidence for a formal assessment of the CS and LTP3 in order to ensure that Warrington Borough Council complies with the requirements of the European Habitats Directive 92/43/EEC.

This screening opinion will be submitted to the Secretary of State alongside the Core Strategy (CS) and other related documents for consideration at the Independent Examination of the LDF. The Local Transport Plan (LTP3) is not subject to the same process of Independent Examination.

### 1.3 Requirements of the Habitats Directive

Amendments to the Habitats Regulations for England and Wales, 'The Conservation (Natural Habitats) (Amendments) (England and Wales) Regulations 2007' came into force on 21st August 2007. The amendments strengthened the requirements of European Habitats Directive 92/43/ECC for an appropriate assessment of any plan or project and its likely effect on any European site prior to its adoption by the competent authority. The appropriate assessment is required to assess the impacts of a plan against the conservation objectives of a European site and enable the Local Planning Authority to ascertain if it will adversely affect the integrity of that site as stated in Article 6(3) of the European Habitats Directive.

#### Article 6(3)

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

Under Article 6(3) of the European Habitats Directive, where potentially significant negative effects are identified, the process should consider the following through a full Appropriate Assessment (AA):

- the potential impacts in detail;
- alternatives to the proposed actions; and
- opportunities for mitigation.

If it is impossible to avoid or remove the perceived adverse effect(s), the plan-makers must demonstrate, under the conditions of Article 6(4) of the Habitats Directive that there are "imperative reasons of overriding public interest" (IROPI) to continue with the proposal. This is widely perceived as an undesirable position and should be avoided if at all possible.

#### Article 6(4)

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

European sites provide protection for areas which are of exceptional importance in respect of rare, endangered or vulnerable natural habitats and

species within the European Union. These sites which are also referred to as Natura 2000 sites, consist of Special Protection Areas (SPAs, designated under European Union Directive 79/409/EEC on the conservation of wild birds (the Birds Directive); Special Areas of Conservation (SACs, designated under the Habitats Directive) and sites on draft lists for protection as outlined in Regulation 10 of the Habitats Regulations 1994 and as recommended in Planning Policy Statement 9: Biodiversity and Geological Conservation (PPS9). In addition, PPS9 recommends that Ramsar sites (internationally important wetlands) should be treated as European sites. Throughout this document the term European site is used to refer to this combination of SPAs, SACs and Ramsar sites.

## 2 Methodology used for this Stage 1 HRA

### 2.1 HRA Stages

This screening opinion follows guidance set out by the European Commission in “Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites: Methodological Guidance on the Provisions of Article 6 (3) and (4) of the Habitats Directive 92/43/EEC (2002)”.

There is no statutory method for undertaking HRA’s but the method that is adopted must be *appropriate* to its purposes dependant upon the circumstances, hence the term *Appropriate Assessment*. There are three stages to the HRA process:

Stage	Element of Process	Commonly used Terminology
1	Likely significant effects (screening)	Stage 1 HRA
2	Appropriate assessment and ascertaining the effect on site integrity	Appropriate Assessment
3	Mitigation and alternative solutions	

As the Appropriate Assessment (AA) elements of the HRA form Stages 2 and 3 of the HRA (following the initial screening of sites – Stage 1) and to be consistent with terminology applied by Natural England, the initial stage of the assessment is termed a “Stage 1 HRA”. The subsequent stages 2 and 3 are referred to as the Appropriate Assessment (AA). The whole process (ie. Stage 1HRA and AA) is referred to as the HRA.

The Stage 1 HRA involves screening of the likely effects of a plan or projects on European sites, both alone and in combination with other plans or projects. This process leads to the conclusion that the plan or project will have no adverse effect on the designated sites and hence the site is ‘screened out’, or by taking a precautionary approach concludes that an appropriate assessment of the significance of possible effects is required and the site ‘screened in’. This process should identify any elements of the plan (Core Strategy and LTP3) that will require further assessment. All sites that are

“screened in” will require Additional Assessment (AA) in a Stage 2 and Stage 3 HRA.

This Stage 1 HRA is a working document that is being prepared in parallel with the CS and LTP3. The CS is currently at the Refined Objectives and Options stage and this Stage 1 HRA has been undertaken on the draft revised Issues and Options Report for the CS. LTP3 is at the stage where draft policies and proposals have been set on in a Strategy document for public consultation and this Stage 1 HRA has been undertaken on the Draft LTP3 Strategy document.

## **2.2 Definition of a “significant effect on a European site”**

There is no statutory definition of what constitutes a “significant effect”. For this Stage 1 HRA, ‘significant effect’ has been taken to mean any identified effect that could compromise the functioning or ongoing viability of a site for its stated purpose. Significant effects are assessed relative to the designated features of interest and conservation objectives of the European site. A precautionary approach has been used when assessing whether effects are significant or not and in cases where information is not available or where there is doubt and further research is needed then it has been determining that the authority should proceed with the AA.

The assessment of significant effects of a given strategy or option also needs to take account of the impact in combination with other plans or projects. Key plans and projects that are considered to be relevant have been included in the “in combination” test and are described in Section 3 of this document. The “in combination” effects of these other plans and projects with the Core Strategy and LTP3 are considered in the tables in Appendix C of this report.

## **3 Relevant Plans and Projects**

### **3.1 Introduction**

This section gives a brief description of the Warrington Borough Council Core Strategy (CS) and Local Transport Plan (LTP3) and outlines their key objectives/priorities.

The Habitat Regulations also require the cumulative effects with other plans or projects to be considered at the screening stage. This section, therefore also identifies the other plans and projects that it is considered could potentially act “in combination” with the CS and LTP3 to have “significant effects” on European sites.

The key plans and projects identified as possibly acting in combination with Warrington’s CS and LTP3 at this stage are limited to plans issued by authorities that lie immediately adjacent to the borough and other adopted Warrington Borough Council documents. These documents and their key policies/objectives are outlined in the rest of this section.

### **3.2 Warrington Core Strategy**

The Core Strategy (CS) will be the principal document in the Local Development Framework (LDF) setting out the Council's long term spatial vision for the Borough up to 2026 and the strategic policies and proposals to deliver that vision. Along with other documents in the LDF, it will be used as a basis for determining planning applications. The CS will set broad locations for delivering housing and other strategic development needs such as employment, retail, leisure, essential public services and transport development but it will not identify individual sites; the identification of individual sites will be done in separate Development Plan Documents (DPD). This suite of documents will eventually replace the Unitary Development Plan (UDP) as the adopted Development Plan for Warrington Borough.

The Refined Core Strategy Objectives and Options Report identifies option two (of the three originally proposed) as the most appropriate broad strategic framework for the Core Strategy. This option seeks to priorities development on inner Warrington brownfield sites with selective release of other sites.

### **3.3 Local Transport Plan (LTP3) Strategy**

Warrington's draft third Local Transport Plan (LTP3) takes a strategic approach to setting local transport policies and deciding where to target future investment to improve transport.

LTP3 is aligned with the 'One Warrington: One Future' Sustainable Community Strategy and has adopted the objectives from the existing Transportation Framework which was designed to integrate the LTP with 'One Warrington: One Future'. These objectives are:

To build and manage a transport network that:

- ✓ is integrated and customer focused and reduces the need to travel by car.
- ✓ enables the regeneration of the borough.
- ✓ maintains the highway, minimises congestion and enables Warrington's smart growth.
- ✓ improves everyone's accessibility to health, employment, education, culture and leisure.
- ✓ enhances accessibility to those living in disadvantaged communities.
- ✓ improves neighbourhoods and residential areas.
- ✓ enhances the image and profile of the place.
- ✓ improves the quality of public space making Warrington more welcoming.
- ✓ reduces the impact of traffic on air quality in Warrington, and tackles climate change.
- ✓ makes Warrington safer, sustainable and healthier.

LTP3 is arranged around 7 themes; Active Travel, Public Transport, Managing Motorised Travel, Smarter Choices, Safety & Security, Asset Management, and Network Management. Appendix B lists the draft policies which appear under each theme.

The Coalition Government has inherited 5 National Goals for transport and Government ministers have indicated that two of these; “Support economic growth”, and “Reduce carbon emissions”; are the overarching national objectives for transport.

### **3.4 Other Relevant Plans and Projects that might act in combination with Warrington’s CS and LTP3**

#### **3.4.1 Other Warrington Borough Council Documents/Plans**

All transport authorities have a statutory obligation to produce a Local Transport Plan (LTP) setting out transport policies and implementation plans for their area. At present, authorities are in the second round of Local Transport Plans (LTP2) and these documents will remain current until 31 March 2011. From 01 April 2011, LTP2 will be replaced by the third Local Transport Plan (LTP3).

A summary of relevant LTP2 proposed actions for both Warrington and neighbouring transport authorities has been included in this HRA for completeness.

For Warrington, the strategic delivery tools identified for LTP2 focus on:

- Providing Alternatives to the Car
- Encouraging Smarter Travel
- Better Demand Management
- Making Best use of the Existing Network
- Better Integration of Land Use and Transport Planning
- Providing New Infrastructure

Potential actions listed in LTP2 which could have an impact on European sites include: Improve public rights of way for pedestrians, cyclists, equestrians and non-motorised users; Provision of a network of direct, continuous, safe and well-maintained cycle routes through the Borough; Complete orbital Greenways route; Add radial routes to Greenway network; Park and Ride Study; and Major scheme feasibility and development focusing on Long Lane Diversion and Strategic Western Bypass.

#### **3.4.2 Other Authorities Plans and Projects: Local Plans and Core Strategies**

The **Macclesfield Borough Local Plan** is still the statutory planning document for local issues for the part of Cheshire East that lies within the former Borough boundary. It was adopted as an Altered Plan in January 2004. In March 2007 the Council applied to the Secretary of State to save policies in the Macclesfield Borough Local Plan. The plan generally seeks to conserve and enhance the natural and historic environment of the Borough. The Macclesfield Borough Local Plan has not been subject to an AA and



consequently some or all of the protected European sites may potentially be affected by the Local Plan. The main policies that have the potential to act in combination with the Warrington CS and LTP3 on European sites are:

- Policy RT7, which seeks to create a network of cycleways, bridleways and footpaths.
- Policy RT13, which encourages development of existing and new tourist attractions.
- Policy H1, which seeks to provide 4500 new homes by 2011.
- Policy T7, which seeks to safeguard land adjacent to specified motorways and trunk roads for highway improvements (including M6 widening and improvements to A556(M), M6 to M56 link).

Macclesfield Borough Council was absorbed into the new Cheshire East Council which came into existence on 1<sup>st</sup> April 2009 and production of the **Cheshire East Core Strategy** commenced in the early part of 2009. The Core Strategy is likely to contain policies that may affect European sites in combination with the Warrington CS and LTP3. The Cheshire East Core Strategy will be subject to a separate HRA.

The **Vale Royal Borough Local Plan First Review Alteration** was adopted on 16 June 2006. In December 2008 Vale Royal Borough Council applied to the Secretary of State for a direction which would enable specified policies to be saved for a further period. A Direction has been received which contains a schedule of those policies contained in the adopted Vale Royal Local Plan which have been saved beyond 16 June 2009 and these policies will continue to provide the local planning framework within the Vale Royal area until such time as they are replaced by the new Cheshire West and Chester LDF. The main policies which have the potential to act in combination with the Warrington CS and LTP3 on European sites are:

- Policy GS2, which encourages new development in Vale Royal Borough to generally be concentrated in or on the edge of Northwich, in Winsford and the larger villages.
- Policy GS11, which states that the Council will support the designation of the Weaver Valley as a Regional Park and the implementation of projects and initiatives in support of its aims.

Vale Royal Borough Council was absorbed into the new Cheshire West and Chester Council which formally came into existence on 1<sup>st</sup> April 2009. Production of the **Cheshire West and Chester Core Strategy** is still at an early stage but a number of topic papers have been produced and work is currently underway on the Core Strategy Issues and Options. The Core Strategy is likely to contain policies that may affect European sites in combination with the Warrington CS and LTP3. The Cheshire West and Chester Core Strategy will be subject to a separate HRA.

The **Halton Unitary Development Plan** (UDP) was adopted on 7 April 2005 and the council applied to and received the consent of the Secretary of State to save many of the UDP Policies beyond 6th April 2008. The main policies that have the potential to act in combination with the Warrington CS and LTP3 on European sites are:

- Policy S1, which seeks to promote redevelopment in designated Action Areas of Southern Widnes, Central Widnes, Widnes Waterfront, Runcorn and Weston Docklands, Hale Bank and Castlefields/Norton Priory.
- Policy S8, which seeks to achieve sustainable waste management including contributing to regional waste management self-sufficiency.
- Policy S14, promotes a new crossing of the River Mersey to the east of the existing Silver Jubilee Bridge.
- Policy S18, which seeks to provide sufficient land for housing to provide an annual average of 330 dwellings per annum (net of clearance) between 2002 and 2016.
- Policy S19, which seeks to provide 208 ha of employment land between 1996 and 2016.

Halton's **Core Strategy Preferred Options Report** has been out for consultation and the Preferred Option is due for publication in November 2010. A Stage-1 HRA of this report has been undertaken and has concluded that the preferred policy options are likely to result in significant effects on some European sites. The policies that have the potential to act in combination with the Warrington CS and LTP3 on European sites include:

- Policy CS1, which seeks to focus development on brownfield sites in Widnes and Runcorn to promote regeneration with a sustainable urban extension to the east of Runcorn.
- Policy CS3, which seeks to provide sufficient land for housing to provide an annual average of 600 dwellings per annum (net of clearance) between 2008 and 2017 and 500 dwellings per annum (net of clearance) between 2017 and 2026.
- Policy CS4, which seeks to contribute to the sub-regional employment land supply to 2021 and provide appropriate levels of provision thereafter up to 2026.
- Policy CS6, which seeks to prevent proposals that would impinge on or prevent the implementation of the Mersey Gateway project.
- Policy CS7, that promotes the use of the Regionally Significant Development site for the movement of freight by rail.
- Policy CS9, that promotes land to the east of Runcorn as a strategic site for the development of employment and housing.
- Policy CS31, which seeks to support Halton's strategic role in freight transportation and distribution by safeguarding and enhancing the regionally significant inter-modal freight terminal at 3MG and other freight facilities including the disused Ditton to Warrington (Shell Green) railway line.
- Policy CS32, which supports the expansion of Liverpool John Lennon Airport including a runway extension.

The **City of Salford Unitary Development Plan 2004 - 2016** was adopted on 21 June 2006 and its policies were therefore initially saved until 21 June 2009. The city council has not adopted any Development Plan Documents yet as part of the new Local Development Framework to replace the UDP, and consequently applied to and received the consent of the Secretary of State to save many of the UDP Policies beyond 21 June 2009. The main policies that have the potential to act in combination with the Warrington CS and LTP3 on European sites are:

- Policy ST3, which seeks to promote a range of local employment opportunities.
- Policy ST5, that seeks to maintain and improve the transport network, promote the use of public transport, cycling and walking but also to provide new road infrastructure where it will support economic regeneration. In addition, this policy seeks to protect and enhance rail and water based infrastructure to support the movement of freight and passengers.
- Policy ST7, which promotes mixed use development in locations well served by public transport.
- Policy ST10, which seeks to provide a comprehensive range of accessible recreation opportunities by, amongst other things improving access between the urban areas and the countryside.
- Policy ST17, which, seeks to maintain an adequate supply of aggregates.
- Policy E1, which promotes 80 ha Strategic Regional Site at Barton for a mixture of employment uses and/or a multi-modal freight interchange including a rail link to the Manchester to Liverpool railway line.
- Policy A9, that promotes two new road schemes to link to the M62, and
- Policy A14, which promotes the improvement of aviation facilities at Barton aerodrome.

Consultation on **Salford's Draft Core Strategy** took place between 9 November 2009 and 15 January 2010. The Draft Core Strategy sets out the city council's proposed approach to how the city should develop, having regard to all of the comments made through the previous consultations and the evidence available. However, the coalition government's recent abolition of Regional Strategies could have significant implications for the Core Strategy. These implications are currently being considered and hence the Publication Core Strategy will not now be published in August 2010 as indicated in the Local Development Scheme. The current policies that have the potential to act in combination with the Warrington CS and LTP3 on European sites include:

- Policy E1, which seeks to deliver 1.11 million square metres of new employment floor space, including an inter-modal freight terminal at Barton.
- Policy H1, which seeks to deliver 33,750 dwellings by 2027, 1250 of which will be in Irlam and Cadishead.

- Policy T1, which promotes increased use of public transport and in particular railways. It supports the electrification of the Liverpool to Manchester (via Eccles) line and its enhancement to W10 gauge to improve its capacity to carry freight. In addition, it proposes a new spur to serve the inter-modal freight terminal at Barton.
- Policy T6, which promotes a number of major highway improvements including the implementation of a hard shoulder running scheme on the M62 motorway between junction 10 (M6, Warrington) and junction 12 (M60/M602, Eccles).
- Policy T7, which supports the increased use of the Manchester Ship Canal for the movement of freight.
- Policy T8, which seeks to develop the role of the City Airport Manchester (formerly Barton aerodrome).
- Policy GB3, which promotes public access to Chat Moss, and
- Policy MN1, which seeks to provide an adequate supply on minerals.

The **St. Helens UDP** was adopted July 1998 and has an underlying principle of urban regeneration. The adopted plan for the borough will remain the Unitary Development Plan until the Local Development Framework (LDF) replaces it and the majority of policies in the UDP have been saved for a period of three years from 27th September 2007. The UDP has not been subject to an HRA and there are no specific policies to protect European Sites, consequently some or all of the protected European Sites may potentially be affected by the Plan. The main policies which have the potential to act in combination with the Warrington CS and LTP3 on European sites are:

- Policy S2, which ensures the provision of a wide choice of industrial and commercial sites.
- Policy S3, which identifies priority areas for economic development.
- Policy TRA1, which supports the provision of new railway stations and sidings for economic development sites.
- Policy RES1, which allocates site for the provision of 6,700 dwellings for the period 1996 to 2005.

Public consultation on the Core Strategy publication draft took place during June/July 2009. From comments received it became clear that several issues needed to be addressed before proceeding to submission of the Core Strategy to the Secretary of State. Accordingly, a number of amendments to the Core Strategy were made and went out for consultation until 28 April 2010. Since consultation closed the Government announced the abolition of the Regional Spatial Strategy (RSS). As RSS formed part of the Local Development Framework, an assessment must be undertaken of the impacts its abolition will have on the Core Strategy and this work is currently ongoing. It is hoped that the **St. Helens Amended Publication Core Strategy** will be approved for submission to Government in late September 2010. The main policies in the Amended Core Strategy which have the potential to act in combination with the Warrington CS and LTP3 on European sites are:

- Policy CSS1, which promotes housing and economic development on brownfield sites with the main focus being on St. Helens.
- Policy CAS1, which seeks to concentrate economic development in the southern part of the urban core.
- Policy CAS3.2 that identifies the former Parkside Colliery as a location for a Strategic Rail Freight Interchange.
- Policy CH1, which seeks to deliver sufficient land for 14,136 new homes between 2003 and 2026 (including Mid-Mersey Growth Point Programme).
- Policy CE1, which seeks to deliver at least 30 hectares of land for employment generating (primarily B8) purposes by 2026.
- Policy CR1, which seeks to safeguard a site at Bold Heath in order to maintain an adequate supply of minerals to ensure that the Borough contributes towards meeting the regions needs.

The first Trafford Unitary Development Plan was formally adopted in May 1996. Alterations to the Plan commenced in February 1999 to make it consistent with changes to planning policy guidance and the new regeneration, development and environmental policies of the Council. The Council formally adopted the **Trafford Revised Unitary Development Plan** on the 26th June 2006. The Policies and Proposals of the Revised Unitary Development Plan are now "saved" for a period of 3 years from the adoption date of the 19<sup>th</sup> of June 2006. The main policies which have the potential to act in combination with the Warrington CS and LTP3 on European sites are;

- Policy A1, which seeks to promote regeneration of the urban areas, including the Manchester Ship Canal Corridor to Carrington/Partington.
- Policy E1, which seeks to make sufficient land available to meet demands for commerce and industry.
- Policy E15, which designates Carrington Industrial Estate as a Priority Regeneration Area and promotes employment uses (B1, B2 and B8) and development to provide new inland port and wharf facilities on the Manchester Ship Canal.
- Policy H1, which seeks to provide sufficient land for housing to provide an annual average of 270 dwellings per annum (net of clearance) between 2002 and 2006 or until reviewed.
- Policy T14, which encourages rail development to served inter-modal freight facilities and rail freight handling facilities at industrial premises.
- Policy T15, seeks to protect and promote development of inland waterways (Manchester Ship Canal) and associated freight transport infrastructure, and
- Policy M3, seeks to contribute to the maintenance of the sub-regional supply of minerals and aggregates.

**Trafford Metropolitan Borough Council** is at a fairly advanced stage in the production of their **Core Strategy DPD**. Their Core Strategy Issues and Options papers were published for consultation in July and November 2007 and consultation on the Core Strategy Preferred Options took place in July

2008. The full set of comments received was considered and their Preferred Option, which includes a single Spatial Strategy and draft Core Policies was put out for consultation in June 2009. A number of comments were submitted on this document which required further consideration. In November 2009 the Council consulted on changes to a number of Core Policies detailed in the Core Strategy. That consultation also detailed that further consultation on the Vision, Strategic Objectives, and Delivery Strategy would be undertaken in advance of the Core Strategy being Published and Submitted to the Secretary of State in the summer of 2010. Trafford MBC have undertaken an HRA of the **Core Strategy Preferred Option** DPD that has established that Manchester Mosses SAC has the potential to be affected by development in the Strategic Locations, Strategic Sites and Core Policies identified as part of Trafford's LDF Core Strategy. The main policies which have the potential to act in combination with the Warrington CS and LTP3 on European 2000 sites are:

- Policy SL5, which seeks to provide a major mixed use development at Carrington to include 1560 new dwellings and 75 hectares of employment land.
- Policy L1, which seek to deliver sufficient land for 11,800 new homes by 2026.
- Policy L3, which designates Partington as a Priority Regeneration Area to include the provision of 850 new dwellings.

The **Replacement Wigan Unitary Development Plan** was adopted on 26 April 2006. The Unitary Development Plan will remain the local development plan until it is replaced by the Local Development Framework Development Plan Documents (DPD). On 26 February 2009 the Secretary of State issued a direction that means that all the policies except 3 of the Plan were 'saved' and continue to apply. The main policies which have the potential to act in combination with the Warrington CS and LTP3 on European sites are:

- Policy EM1, which seeks to identify 255 hectares of land for employment uses up to 2016.
- Policy C1D, which seeks to provide a Sports Village (to include a new sports stadium, athletics track, training pitches, replacement collage/school and associated enabling development) on land at Pennington.
- Policy MW1, which seeks to contribute to the maintenance of the sub-regional supply of minerals and aggregates.
- Policy WM1, which supports proposals for waste management facilities in appropriate locations.

Wigan Metropolitan Borough Council has started work on their Core Strategy DPD and consultation on their Preferred Options document ended on 4th August 2009. The Preferred Options document is expected to be published in late summer 2010. Wigan Metropolitan Borough Council has undertaken a HRA for their **Core Strategy Preferred Options** DPD and has concluded that some key existing, proposed and alternative sites could have an impact on the special interest of the Manchester Mosses SAC. The main policies which

have the potential to act in combination with the Warrington CS and LTP3 on European sites are:

- Policy CP2, which seeks to promote sustainable development.
- Policy CP3, which seeks to secure new, modernised and replacement of a range of educational facilities across the borough.
- Policy CP4, which seeks to provide 275 hectares of employment land.
- Policy CP5, which seek to deliver sufficient land for 15,648 new homes between 2010 and 2026.
- Policy CP15, which seeks to contribute to the maintenance of the sub-regional supply of minerals and aggregates.

### **3.4.3 Other Authorities Plans and Projects: Local Transport Plan (LTP2)**

The **Second Local Transport Plan (LTP2) for Halton** sets out the Council's objectives, strategies and policies for transport for the period April 2006 to March 2011. The overarching objective of the LTP2 is *the delivery of a smart sustainable, inclusive and accessible transport system and infrastructure that seeks to improve the quality of life for people living in Halton by encouraging economic growth and regeneration and the protection and enhancement of the historic, natural and human environment*. It has four main priorities, which are tackling congestion, delivering accessibility, safer roads and better air quality. Two of these priorities, tackling congestion and delivering accessibility have the potential to act in combination with the Warrington CS and LTP3 on European sites. The main actions that could impact on sites include:

- Improving access to the countryside for recreation and leisure purposes (improving PROW and the Greenway network).
- Improving the quality of rail services between Halton and Warrington.
- The Mersey Gateway project, which will provide a new additional highway crossing of the River Mersey.
- The Halton Curve project, which will restore two-way running on the rail curve connecting the Chester-Warrington-Manchester line with the Liverpool branch of the West Coast Main Line and could provide a new route for passenger and freight services to run between North Wales, Chester and Liverpool via Halton.

The Mersey Gateway Project was consented under the Transport and Works Act 1992 (Ref: 08/00325/TWA) in 2008 with associated works to the Silver Jubilee Bridge (08/00201/FULEIA and 08/00211/HBCLBC) and the Expressways (08/00200/FULEIA) being granted planning consent at the same time (<http://www2.halton.gov.uk/merseygateway/>). The scheme underwent a Public Inquiry which closed on 28<sup>th</sup> July 2009 and a decision is awaited on the outcome. However a commitment to construction of the Mersey Gateway has been made in both the Government Comprehensive Spending Review and the Infrastructure Plan published in October 2010.

**Cheshire County Council's second Local Transport Plan (LTP2)** sets out the County Council's objectives, strategy, delivery programme and targets for taking forward their transport priorities between 2006 and 2011. Since Cheshire County Council was dissolved, this LTP2 has continued to cover the new unitary council areas of Cheshire East and Cheshire West & Chester. The LTP2 has seven main objectives. These are to: *enhance the quality of life of those who live, work or visit Cheshire; promote social inclusion and accessibility to everyday services; Improve safety for all travellers; promote the integration of all forms of transport and land use planning; contribute to an efficient economy and to support sustainable economic growth and regeneration in appropriate locations; protect and enhance the built, natural and historic environment and to manage a well maintained and efficient transport network.* Four of these objectives, enhancing the quality of life, promoting social inclusion, promoting the integration of all forms of transport and land use planning and contributing to an efficient economy/supporting sustainable economic growth and regeneration in appropriate locations have the potential to act in combination with the Warrington CS and LTP3 on European sites. The main actions that could impact on sites include:

- Promoting healthier lifestyles not least by encouraging more walking and cycling.
- Improving access to the countryside and leisure opportunities including the continued development of Cheshire's pedestrian and cycle networks including the Public Rights of Way network.
- Enhancing transport interchanges and transport gateways.
- Delivering schemes which stimulate and contribute towards sustainable economic growth for local, sub-regional and regional economies.
- Addressing the needs of shoppers and visitors to Cheshire to maximise the benefits of tourism.
- Supporting effective multi-modal links to Liverpool and Manchester and their airports and seek to maximise the potential for inbound tourism.
- The Middlewich Eastern Bypass project.
- Working with neighbouring authorities to improve cross-boundary travel to jobs and health care.
- Schemes to support the delivery of the Northwich Vision strategy.
- A556 / M6 improvements (A Highways Agency Scheme).

The **second Greater Manchester Local Transport Plan (LTP2)** outlines the approach being taken by the ten Greater Manchester authorities and the Greater Manchester Integrated Transport Authority (GMITA) towards transport planning and investment for the period 2006/7 to 2010/11. The plan covers the Local Authority areas of Salford, Wigan and Trafford which are adjacent to Warrington. The primary objective of the plan is to accommodate the trips generated by the projected increase in jobs in the most sustainable way so as to improve social inclusion, protect the environment and improve the quality of life. A key aim of the strategy is, therefore, for economic growth not to significant increase congestion. In the short term LTP2 prioritises schemes that focus on measures to increase walking/cycling and the use of buses.



The key longer term aims of the plan include:

- Enhancing the Metrolink (Phases 1 and 2),
- Improving the rail network by creating additional capacity, and
- Delivering and promoting a safe cycle network to encourage use of bicycles for work and recreation.

The rail network actions include; additional platforms at stations in Salford; a new station at Golbourne; and increasing the frequency of trains between Manchester and Liverpool on the routes via Warrington and Newton-le-Willows, both of which run close to the Manchester Mosses SAC. The cycle network actions have identified the potential for a number of new cycle routes near to Cadishead and Partington, which is close to the Rixton Clay Pits and Manchester Mosses SAC's.

The **Second Local Transport Plan for Merseyside (LTP2)** is a joint plan that has been produced by the five Merseyside Local Authorities and Merseytravel, the Integrated Transport Authority for Merseyside. St Helens is one of the authority areas covered by this plan. LTP2 covers the period 2006-2011 and sets out the Councils objectives, strategies and policies for transport together with the schemes and initiatives that will be delivered, and performance indicators and targets that will be used to monitor progress. The vision for transport on Merseyside set out in LTP2 is; “a fully integrated safe transport network for Merseyside which supports economic and social regeneration and ensures good access for all, and which is operated to the highest standards to protect the environment and ensure quality of life”. The LTP sets out a long term strategy to help solve some of the social, economic and environmental problems in Merseyside by improving the transport network of roads, buses, trains, pavements and cycleways. It includes:

- Continued improvements to road safety;
- Road maintenance and street lighting;
- Improvements to ease traffic and buses to and through St Helens;
- Provision of additional park and ride spaces at stations;
- Travel plans for all schools; and
- Provision of safe walking and cycling routes.

The five year plan aims are to:

- Provide appropriate infrastructure to improve the capacity and efficiency of the transport network and support areas where the economy is growing such as tourism.
- Provide access for everyone to services such as employment, education and health.
- Manage demand for travel to ensure that our roads do not become congested and affect the efficient movement of public transport and freight, including increased provision of Park & Ride facilities.

- Protect/enhance the environment by taking positive measures to reduce the impacts of travel demand.
- Support a healthier community by addressing air and noise problems caused by traffic and promoting cycling and walking.
- Make best use of our existing resources by ensuring an efficient maintenance regime.

Major developments and changes over the next 10 years include:

- The transformation of the City Centre.
- Increasing passenger and freight movement through the docks and Liverpool John Lennon Airport.
- Changes to where people live with the boom in city centre living, and the New Heartlands housing programme in areas of Liverpool, Wirral and Sefton.
- More travel to leisure, health and education.
- Increased job opportunities outside Merseyside, in areas like Warrington, Chester and Deeside.

#### **3.4.4 Other Authorities Plans and Projects: Local Transport Plan (LTP3)**

Transport Authorities are in the process of developing their third Local Transport Plan (LTP3) and draft LTP3 documents are being prepared. These documents are likely to be released in autumn/winter 2010 for a period of public consultation with the final LTP3 documents replacing LTP2 on 1 April 2011.

When work on this Stage 1 HRA commenced, few draft LTP3 documents were publicly available and it was not possible to undertake a comprehensive assessment of in-combination effects of Warrington's Core Strategy (CS) and draft Local Transport Plan (LTP3) in conjunction with draft LTP3s from other authorities. It is also likely that changes will be made to the LTP3 documents following consultation and prior to the production of a final LTP3 for adoption by the various authorities. For these reasons it is proposed that LTP3 documents should be considered in full in the next stage of HRA assessment (Additional Assessment) when draft or final adopted LTP3 documents should be available for all relevant authorities.

## 4 Identification of Relevant Designated European Sites

The first stage of the Screening Opinion involves the identification of European sites that could be affected by the proposed Core Strategy (CS) and Local Transport Plan (LTP3) and which should therefore be included in the assessment. Best practice guidelines suggest that all European sites within the area covered by the plan, together with all those within a 10km buffer zone should be considered as potential receptors for negative affects. However in this Stage 1 HRA, sites within a wider 15km radius of the Borough boundary as well as those that lie within the Warrington Borough Council administrative boundary have been included (see Appendix A). The 15km radius has been chosen rather than 10km because there is a potential for European sites to be affected by development a considerable distance from the site due to the existence of pathways such as air and water that can transport the effects.

The six European sites identified in table 4.1 below are either wholly in the area covered by the plan, or within the 15km buffer zone, and therefore are considered to have the potential to be affected by activities arising from the plan. An additional site, River Dee and Bala Lake SAC which is outside the 15km buffer zone has also been included since it supplies most of the Borough's drinking water and therefore has the potential to be affected by policies in the Core Strategy.

**Table 4.1: European sites considered for HRA screening**

Name	Location	Designation
Manchester Mosses (Risley Moss, Holcroft Moss and Astley and Bedford Mosses)	Warrington Borough	SAC
Mersey Estuary	Within 15km buffer zone	SPA and Ramsar
Midland Meres and Mosses - Phase 1 (Flaxmere Moss, Hatch Mere, The Mere Mere and Tatton Meres)	Within 15km buffer zone	Ramsar
Midland Meres and Mosses – Phase 2 (Oak Mere, Linmere Moss and Rostherne Mere)	Within 15km buffer zone	Ramsar
West Midlands Mosses (Oak Mere and Abbots Moss)	Within 15km buffer zone	SAC
River Dee and Bala Lake	Outside 15km buffer zone	SAC
Rixton Clay Pits	Warrington Borough	SAC

## 5 Brief Description of the European Sites

A brief description of each European site, together with its main characteristics, qualifying features, primary conservation objective(s) and the factors that affect the conservation of each site are shown in Table 5.1 below.

**Table 5.1: Description of European sites**

Site	Description
<p>Manchester Mosses (Risley Moss, Holcroft Moss and Astley and Bedford Mosses)</p>	<p><b>Designation:</b> SAC (UK0030200)</p> <p><b>Description:</b> The Manchester Mosses SAC consists of 3 SSSI sites (Risley Moss, Holcroft Moss, and Astley and Bedford Mosses). Risley Moss is owned and managed by WBC, while Holcroft Moss is owned and managed by Cheshire Wildlife Trust. Both of these sites are undergoing restoration. Part of Astley and Bedford Mosses is owned and managed by Lancashire Wildlife Trust and is undergoing restoration but the remainder (approximately 50%) is in private ownership.</p> <p><b>Qualifying Interest:</b> Annex I habitats. Considered to be one of the best areas in the UK for degraded raised bogs still capable of natural regeneration.</p> <p><b>Conservation Objective:</b> to maintain, in a favourable condition, the degraded raised bog.</p> <p><b>Factors affecting conservation objective:</b> Presence of appropriate species capable of peat formation, stable water levels within the area and an undrained area around the raised bog. Impacts on ground water could arise from activities such as water abstraction, mineral extraction and waste management (landfill). The sites are located close to heavy industry in Greater Manchester. Air quality may, therefore, have an impact on Sphagnum regeneration.</p> <p><b>Unit Size:</b> 172.81 Ha</p> <p><b>Location:</b> Within Warrington Borough</p>
<p>Mersey Estuary</p>	<p><b>Designation:</b> SPA (UK9005131) and Ramsar (UK11041) site.</p> <p><b>Description:</b> The Mersey Estuary is a large, sheltered estuary which comprises large areas of saltmarsh and extensive intertidal sand and mudflats, with limited areas of brackish marsh, rocky shoreline and boulder clay cliffs, within a rural and industrial environment. The intertidal flats and saltmarshes provide feeding and</p>

	<p>roosting sites for large populations of internationally important water birds. The estuary receives drainage from a catchment area of approximately 5,000 km<sup>2</sup> encompassing the conurbations of Liverpool and Manchester and including the River Mersey, River Bollin and their tributaries in Cheshire and Merseyside. During the winter, the site is of major importance for ducks and waders. The site is also important during the spring and autumn migration periods, particularly for wader populations moving along the west coast of Britain.</p> <p><b>Qualifying Interest:</b> 14 species of birds identified that the area regularly supports either over the winter or on passage.</p> <p><b>Conservation Objectives:</b> to maintain, in a favourable condition, the habitats for the populations of migratory bird species of European importance, with particular reference to: Intertidal sediments; rocky shores; salt marsh.</p> <p><b>Factors affecting conservation objectives:</b> Disturbance to feeding and roosting areas from transport activities, industry and recreation. A decrease in the extent and distribution of habitat caused by maintenance dredging, recreational use, dock development, coastal defences and overgrazing (coastal squeeze). An obstruction to view lines, food availability (presence and abundance), vegetation characteristics required to provide nesting and roosting areas. Toxic contamination from industrial and sewage treatment discharge, agricultural runoff, seepage from old landfill sites and pollution from shipping/oil industries. Non toxic contamination (changes in nutrient and organic loading) from domestic sewage and industrial discharges, thermal discharges, sediment from land drainage and sewage outfalls and salinity changes caused by water abstraction. Biological disturbance through encroachment of non-native cord grass contributing to the loss of the intertidal sediments.</p> <p><b>Unit Size:</b> 5,023 Ha</p> <p><b>Location:</b> Merseyside</p>
Midland Meres and Mosses - Phases 1 (Flaxmere Moss, Hatch Mere, The Mere, Mere and Tatton Meres)	<p><b>Designation:</b> Ramsar site (UK 11043)</p> <p><b>Description:</b> A geographically discrete series of 16 lowland open water and peatland sites in the north-west Midlands of England, four of which (totalling 128.7 ha) lie within the 15km search area. These have developed in natural depressions in the glacial drift left by receding ice sheets which formerly covered the Cheshire/Shropshire Plain. The 16 component sites include open water bodies (meres), the majority of which</p>

	<p>are nutrient-rich with associated fringing habitats of reed swamps, fen, carr and damp pasture. Peat accumulation has resulted in nutrient poor peat bogs (mosses) forming in some sites in the fringes of meres or completely infilling basins. The wide range of resultant habitats support nationally important flora and fauna.</p> <p><b>Qualifying Interest:</b> The site comprises a diverse range of habitats from open water to raised bog. The sites supports a number of rare species of plants associated with wetlands including 5 nationally scarce species together with an assemblage of rare wetland invertebrates. Designated under Ramsar Criteria 1 and 2.</p> <p><b>Conservation Objectives:</b> To maintain, in a favourable condition the wetland habitats and the ecological communities it supports.</p> <p><b>Factors affecting conservation objectives:</b> Urban development, eutrophication, introduction / invasion of exotic non-indigenous plant species.</p> <p><b>Unit Size:</b> 511 Ha (16 separate units)</p> <p><b>Location:</b> Cheshire, Shropshire, Staffordshire</p>
Midland Meres & Mosses Phase 2 (Oak Mere, Linmer Moss and Rostherene Mere)	<p><b>Designation:</b> Ramsar (UK 11080)</p> <p><b>Description:</b> A geographically discrete series of 16 lowland open water and peatland sites in the north-west Midlands of England, three of which (totalling 150.9 ha) lie within the 15km search area. These have developed in natural depressions in the glacial drift left by receding ice sheets which formerly covered the Cheshire/Shropshire Plain. The 16 component sites include open water bodies (meres), the majority of which are nutrient-rich with associated fringing habitats; reed swamps, fen, carr and damp pasture. Peat accumulation has resulted in nutrient poor peat bogs (mosses) forming in some sites in the fringes of meres or completely infilling basins. The wide range of resulting habitats support nationally important flora and fauna. Rostherne Mere is the most northerly of the meres on the Cheshire-Shropshire Plain (Designated under Ramsar Criterion 1). It is also one of the deepest and largest of the meres. Its shoreline is fringed with common reed <i>Phragmites australis</i> and it supports populations of Great Cormorant, Great Bittern and Water Rail.</p> <p><b>Qualifying Interest:</b> The sites comprise a diverse range of habitats from open water to raised bog. The site</p>

	<p>supports a number of rare species of plants associated with wetlands, including nationally scarce species. The site also supports an assemblage of invertebrates including several rare species. Designated under Ramsar Criteria 1 and 2.</p> <p><b>Conservation Objectives:</b> To maintain, in a favourable condition the wetland habitats and the ecological communities it supports.</p> <p><b>Factors affecting conservation objectives:</b> Pesticide / herbicide pollution, unspecified agricultural run-off, eutrophication, introduction / invasion of exotic non-indigenous plant species, introduction / invasion of exotic animal species.</p> <p><b>Unit Size:</b> 1,588 Ha (18 separate units)</p> <p><b>Location:</b> Cheshire, Staffordshire, Shropshire, Clwyd</p>
West Midlands Mosses (Oak Mere and Abbots Moss)	<p><b>Designation:</b> SAC</p> <p><b>Description:</b> The West Midland Mosses consists of three pools, two of which are located at Abbots Moss and One which is located at Oak Mere. The two sites lie just to the south west of Northwich close to the junction of the A49 and the A54. Oak Mere consists of a large water body formed in a kettle hole in the fluvio-glacial sands of the Cheshire Plain. The site has clear water of low nutrient status characteristic of oligotrophic waters containing few minerals of sandy plains and a marginal zone of shore weed (<i>Littorella uniflora</i>). The site supports an assemblage of plants that are now rare in the lowlands of England, including floating mats of bog-moss (<i>Sphagnum spp.</i>) and the scarce narrow small-reed (<i>Calamagrostis stricta</i>). There are transition areas at the waters edge that contain a variety of rare rushes/reeds. The two pools at Abbots Moss are typical examples of dystrophic lakes associated with Schwingmoor development. Schwingmoor is an advancing floating raft of bog-moss <i>Sphagnum</i>, often containing NVC type M3 (<i>Eriophorum angustifolium</i>) bog pool community, which grows from the edge of the pool can completely cover over the pool. In the UK this type of Sphagnum-dominated vegetation with a scatter of sedge (<i>Carex</i>) species and Cranberry (<i>Vaccinium oxycoccos</i>) is confined to this part of England and mid-Wales.</p> <p><b>Qualifying Interest:</b> Only one of four known outstanding locations for oligotrophic waters containing very few mineral of sandy plains in the UK. Also one of the best areas in the UK for transition mires and quaking bogs.</p>

	<p><b>Conservation Objectives:</b> To maintain, in a favourable condition the oligotrophic waters containing very few minerals of sandy plains with amphibious vegetation: <i>Lobelia</i>, <i>Littorella</i> or <i>Isoetes</i>, transition mires and quaking bogs.</p> <p><b>Factors affecting conservation objectives:</b> Distribution of community, water quality (phosphorus target levels), water quantity and levels, sediment quality and quantity.</p> <p><b>Unit Size:</b> 69 Ha</p> <p><b>Location:</b> Cheshire</p>
River Dee and Bala Lake	<p><b>Designation:</b> SAC (UK0030252)</p> <p><b>Description:</b> The site is predominantly made up of inland water bodies (standing water and running water). However, there are a number of other habitats including tidal rivers, estuaries, mud flats, sand flats, lagoons, salt marshes, salt pastures, salt steppes, improved grassland and broad-leaved deciduous woodland. Lake Bala is the largest stretch of fresh water in Wales measuring 4 miles long and half a mile wide. It is the chief source of the River Dee. The designation reflects the importance of the whole river ecosystem for the River Dee and its catchment area, in particular the range of river types and migratory fish that it supports.</p> <p><b>Qualifying Interest:</b> Annex I Habitats and Annex II species. Considered to be one of the best areas in the UK for Annex I habitats containing aquatic mosses (<i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i>) and Annex II species, Atlantic Salmon (<i>Salmo salar</i>) and floating water plantain (<i>Luronium natans</i>).</p> <p><b>Conservation Objective:</b> To maintain, in a favourable condition, the habitats for the populations of migratory fish species of European importance, with particular reference to: water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation.</p> <p><b>Factors affecting conservation objective:</b> The habitats and species for which the site is designated are dependant on the maintenance of good water quality and suitable flow conditions. Fish species require suitable in stream habitat and an unobstructed migration route. Otters also require suitable terrestrial habitat to provide cover and adequate populations of prey species.</p> <p>The site and its features are threatened by practices which have an adverse effect on the quality, quantity</p>



	<p>and pattern of water flows. In particular the following may threaten riverine ecosystems: inappropriate flow regulation; excessive abstraction (for industry, agriculture and domestic purposes); threats to water quality from direct and diffuse pollution; eutrophication and siltation. Degradation of riparian habitats due to engineering works, agricultural practises and invasive plant species may also have an adverse effect. The Atlantic Salmon population is threatened by excessive exploitation by high sea, estuarine and recreational fisheries. Introduction of non-indigenous species could also threaten both fish and plant species.</p> <p><b>Unit Size:</b> 1308.93 Ha</p> <p><b>Location:</b> Cheshire, North Wales</p>
Rixton Clay Pits	<p><b>Designation:</b> SAC (UK0030265)</p> <p><b>Description:</b> The site comprises parts of an extensive disused brickworks quarry excavated in glacial boulder-clay deposits east of Warrington. Extraction of clay at different periods up to 1965 has left a mosaic of water-filled hollows and clay banks which now support a diversity of habitats of varying maturity. It is of importance for its calcareous grassland communities and because the site supports a large breeding population of Great Crested Newts. There are at least 20 ponds across the site that support Great Crested Newts</p> <p><b>Qualifying Interest:</b> Annex II species. Considered to be one of the best areas in the UK for Great Crested Newt (<i>Triturus cristatus</i>).</p> <p><b>Conservation Objective:</b> To maintain, in a favourable condition the habitats for the population of Great Crested Newts.</p> <p><b>Factors affecting conservation objective:</b> Loss or fragmentation of site and barriers to movement between ponds, reduction in the number of water bodies at the site or the size or depth of ponds, unacceptable pollution which could reduce the viability of ponds as a breeding site, over-shading, habitat structure and quality and levels of fish.</p> <p><b>Unit Size:</b> 13.99 Ha</p> <p><b>Location:</b> Within Warrington Borough</p>

## **6 Consideration of the effects of the Plans**

This section considers the various key issues/priorities identified in the Core Strategy Issues and Options and LPT3 report's, acknowledges that the plans are not necessary to the management of any European site and indicates whether or not they are likely to have significant affects on site integrity, either alone or in combination with other plans or projects. It then goes on to draw some conclusions from the assessment (Stage 1 HRA) that has been undertaken and to make a recommendation (Screening Opinion).

### **6.1 Key Issues Considered**

The key issues identified in the Draft Core Strategy Refined Objectives and Options Report and Draft LTP3 have been considered in relation to the seven European sites identified in section 4 of this report. The results of the screening process are contained in Appendix C with any potential impacts, either direct or indirect being identified together with if there is a risk of a significant effect. In addition, the tables identify any possible impacts from other plans or projects and if there is a risk of a significant "in combination effect".

### **6.2 Analysis of the "in combination effects"**

Neither the Core Strategy Refined Objectives and Options Report nor the Draft LTP3 are directly connected to or necessary for the management of any of the identified European sites and have not been solely conceived for the conservation management of the sites.

As set out previously step 2 of this stage requires the examination of the likely impacts of a Plan, either alone or in combination with other plans, upon European sites and considers whether it can be objectively concluded that these effects will not be significant.

It should be noted that even where a plan on its own may not have a significant impact on a European site, it may have a significant 'in combination' impact with other plans and projects. The purpose of the Stage 1 HRA is to assess the impacts of plans, either alone or in combination with other plans or projects against the conservation objectives of a European site. The DCLG guidance advises that only key plans and projects that the LPA consider most relevant should be included in this assessment. The key plans that are considered to be relevant are the adopted and emerging documents of adjoining local authorities.

## 7 Conclusions and Screening Opinion

### 7.1 Conclusions

The Refined Objectives and Options Report for the Core Strategy identifies a preferred option that has been screened for its impact against the identified European sites. Whilst, the Draft LTP3 identifies a number of policies under seven themes that have been screened for their impact against the identified European Sites. The main conclusions that can be drawn from the screening process are as follows:

Firstly, there are only a few (two) European sites within the Borough itself and they are all located on its eastern fringe in open countryside that is designated as Green Belt. Whilst they are in Green Belt they are close to urban areas in a relatively narrow buffer, sandwiched between the eastern edge of Warrington (Birchwood/Risley/Woolston) and the western extent of Greater Manchester (Irlam/Partington/Cadishead). Consequently they are subject to a number of indirect pressures.

Secondly, the remainder of the sites lie outside of the Borough but could potentially still be affected to some degree. Of these the two European sites that are most likely to have significant effects are the Mersey Estuary SPA/Ramsar and the River Dee and Bala Lake SAC.

Thirdly, whilst the Mersey Estuary SPA/Ramsar lies beyond the boundary of the borough it is downstream of Warrington and encompasses areas in and around the banks of the river. The River Mersey passes right through the centre of the borough and therefore there is potential for any development within the borough that is close to the river to have an impact on the Mersey Estuary SPA.

Fourthly, the River Dee and Bala Lake SAC lies some distance outside of the Borough but has the potential to suffer the most significant impacts from the Core Strategy (although is unlikely to be effected by the LTP3).

Fifthly, the most likely impacts of the Core Strategy on the identified European sites are related to the potential further housing and employment development within inner Warrington and associated increased water abstraction, recreational and transport pressures arising from that new development. These impacts are likely to be exacerbated by the in combination impacts of other plans and projects in the region as a whole.

Finally, the most likely impacts of the LTP3 on the identified European sites are related to the potential further increased rail use for both passenger and freight movement; increased use of the inland waterways, principally the MSC, for freight transportation and to a lesser extent increased recreational pressures arising from policies to effect a modal shift in transport use and encourage more healthy lifestyles.

## 7.2 Screening Opinion

Whilst the potential impacts on European sites identified in this screening assessment are, in all instances indirect, on the basis of the information contained in Sections 3 to 6 of this report it is the Borough Council's considered opinion that the proposed plans (the Draft Core Strategy Refined Objectives and Options Report and the Draft LTP3) to which this screening opinion relates:

a) are not directly connected with or necessary to the management of any European site, but

b) in the case of the Draft Core Strategy, may have a significant effect on the integrity of all 7 of the European sites identified in this screening opinion either alone or in combination with other plans or projects:

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

These sites are 'Screened In' in respect of the Core Strategy.

Accordingly, an "Appropriate Assessment" (AA) will be required under Regulation 48, 49 and 54 of the Conservation (Natural Habitats, &c.) Regulations 1994 in order to ascertain whether or not it will lead to significant adverse effects on the integrity of the sites identified. The "Appropriate Assessment" (AA) will be required before the Council decides to undertake, or give any consent, permission or other authorisation to the Core Strategy.

(c) In the case of the draft LTP3, may have a significant effect on the integrity of the five following European sites identified in the screening opinion either alone or in combination with other plans or projects, and:

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

These sites are 'Screened In' therefore requiring "Appropriate Assessment" (AA) as part of the HRA process in respect of the LTP3.

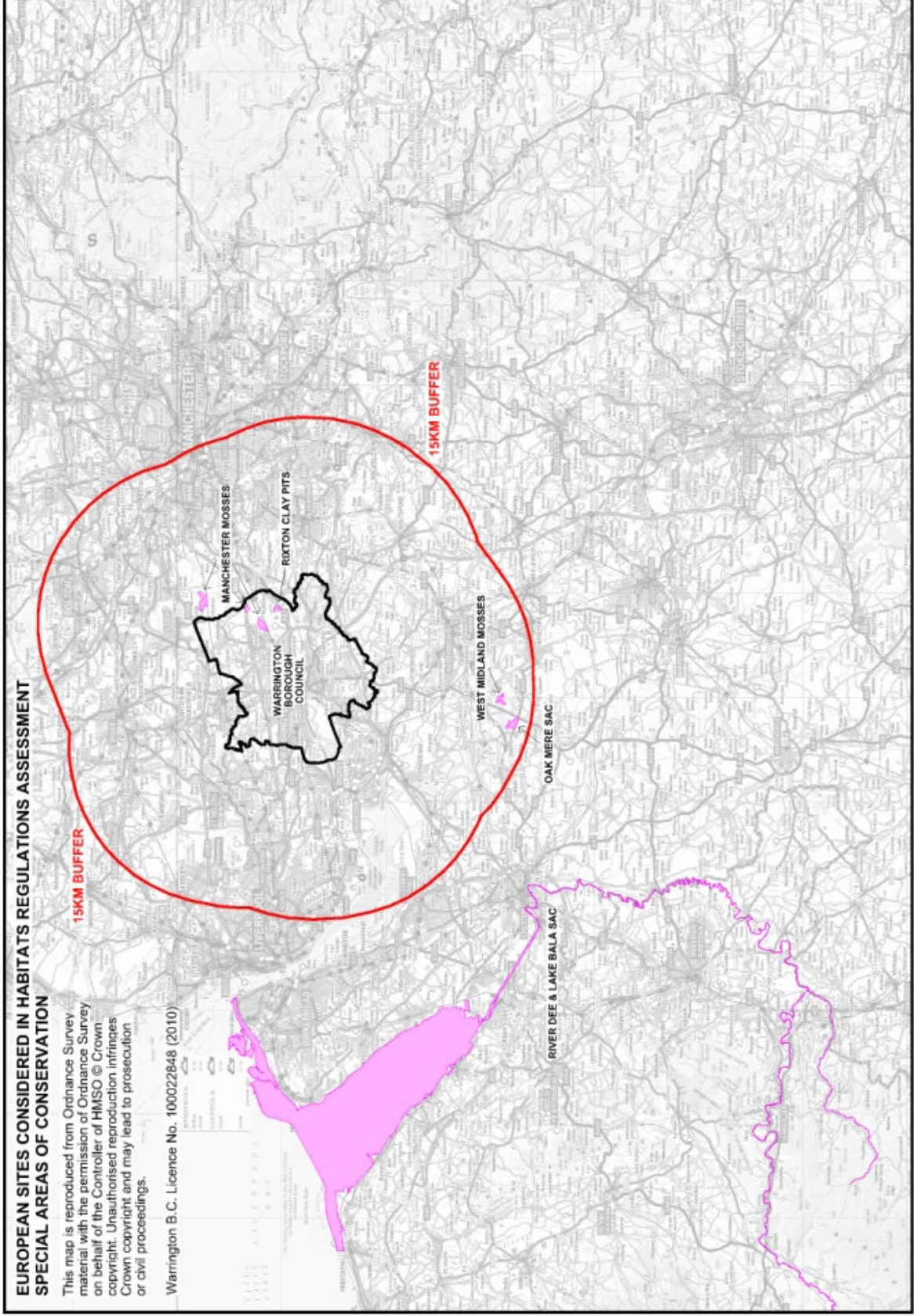
It is proposed that in-combination effects of LTP3 will be considered as part of the "Appropriate Assessment" (AA) that will be undertaken for the Core Strategy.

However, LTP3 is not likely to have a significant effect on either of the following two sites, either alone or in combination with other plans or projects:

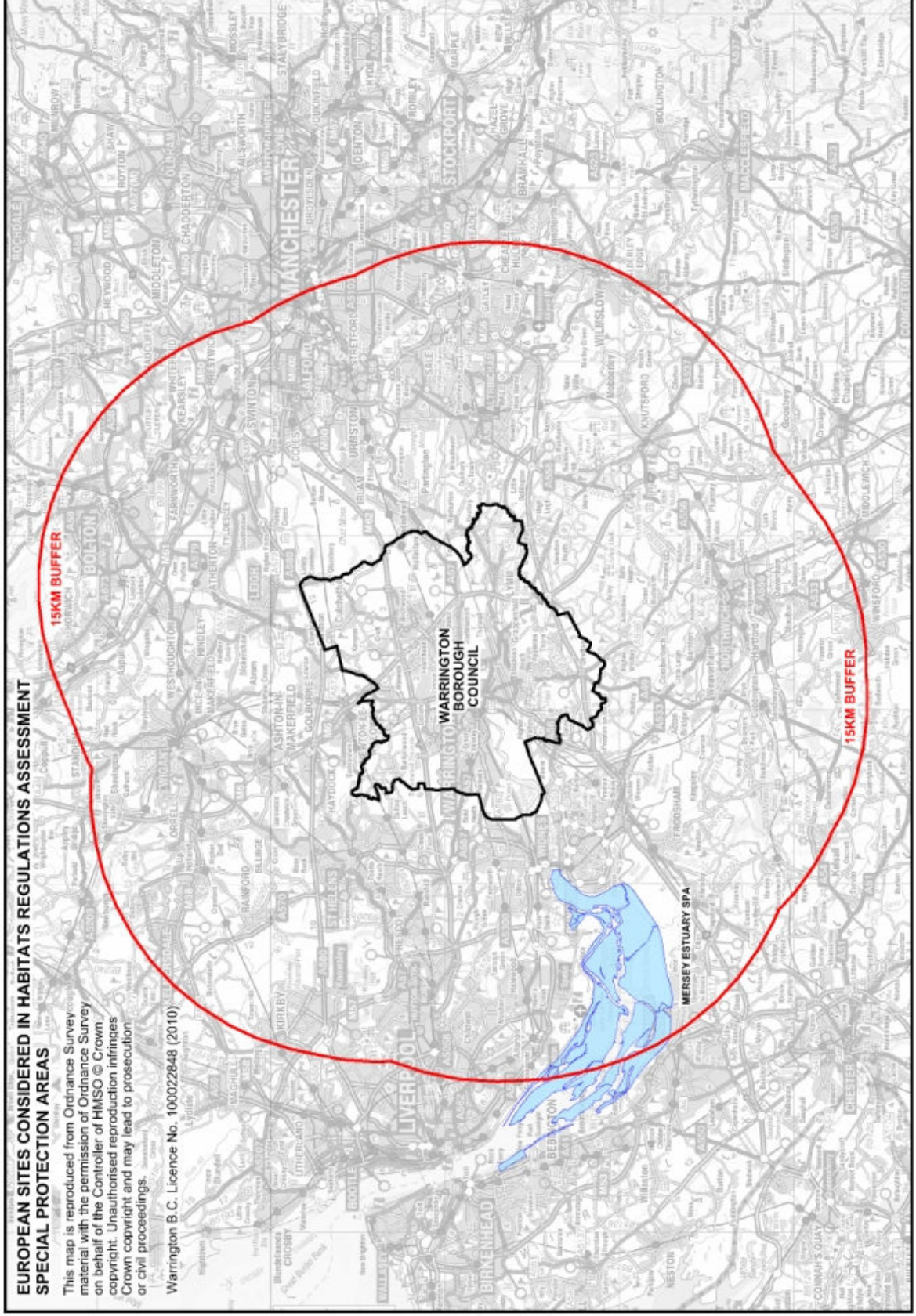
- West Midland Mosses SAC
- River Dee and Bala Lake SAC

These sites are Screened Out from requiring an “Appropriate Assessment“ (AA) at the subsequent stages of the HRA process in respect of the LTP3.

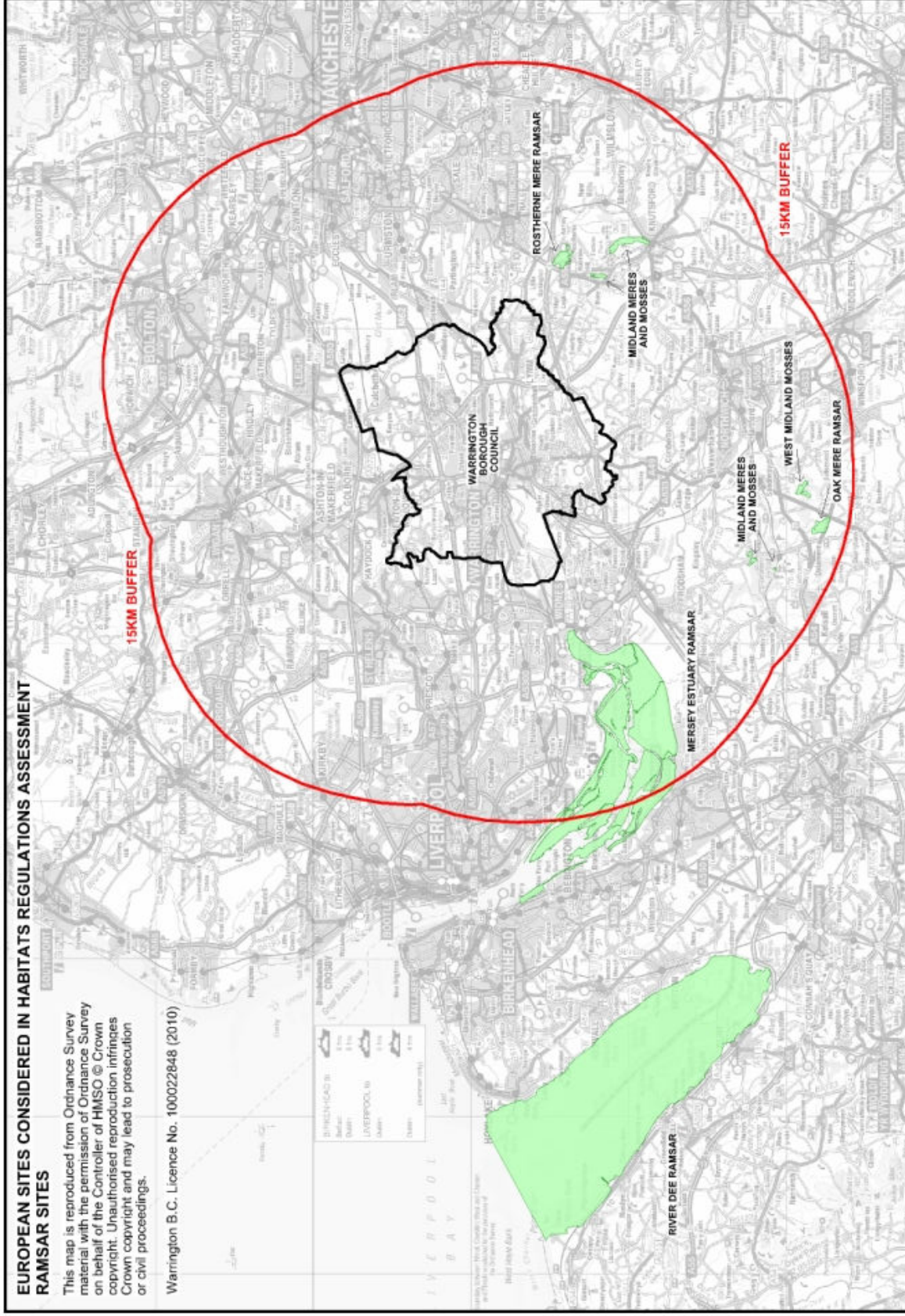
### Appendix A: Location of European sites













## **Appendix B: Policies contained in Warrington’s draft LTP3**

### **Active Travel**

**AT1:** Seek to develop a comprehensive borough-wide network of walking and cycling routes utilising quiet roads, cycle paths and off-road routes, which provide links to key services and amenities as well as opportunities for recreation.

**AT2:** Try to ensure that routes in the network are convenient, accessible, safe and attractive to users

**AT3:** Establish policies in the Local Development Framework that support the principle of making journeys by Active Travel and contribute to the development of walking and cycling networks and facilities

**AT4:** Ensure that Travel Plans submitted at the planning application stage of the Development Control process fully consider the role of physical measures to support walking and cycling.

**AT5:** Require comprehensive cycle audits to be carried out at the planning application stage of the Development Control process for relevant highway and land-use development proposals.

**AT6:** When designing cycle infrastructure, follow the guidelines in the DfT Local Transport Note 2/08 (Cycle Infrastructure Design) or subsequent documents, including specified hierarchies for types of design.

**AT7:** Seek to minimise potential conflict between different categories of Active Travel users and ensure that facilities introduced to benefit one category of user are not detrimental to the convenience, accessibility or safety of other users

**AT8:** Pedestrian and cycle facilities will be maintained to appropriate standards in accordance with the Transport

**AT9:** Seek to implement the goals identified within the Rights of Way Improvement Plan

### **Public Transport**

**PT1:** Seek to maintain a core strategic public transport network linking key residential areas of the borough with locations delivering key local services.

**PT2:** Give priority to supporting public transport services which enable disadvantaged groups and communities to access key local services

**PT3:** Consider the impact of key decisions made by the Authority on the ability of residents to access services and on possible need for public transport changes or enhancements to facilitate this.

**PT4:** Establish policies in the Local Development Framework that support making journeys by Public Transport by encouraging development to be located in sustainable locations and contribute to the development of Public Transport services and facilities.

**PT5:** Maintain the provision of local bus information and make maximum use of electronic technology to provide convenient information to public transport users.

**PT6:** Seek to ensure that the environment at public transport stops and interchanges is designed to minimise opportunities for anti-social behaviour and increase passengers sense of personal security.

**PT7:** Ensure that new public transport infrastructure seeks to comply with the requirements of the Disability Discrimination Act.

**PT8:** Maintain a policy of managed growth of Hackney Carriage Licences to ensure sufficient capacity of

accessible vehicles in line with the Equality Act 2010.

**PT9:** Seek to ensure that improvements to the national rail network are positive for Warrington and maximize opportunities that arise to improve rail passenger and freight services.

## **Managing Motorised Travel**

**MT1:** Consider the role of charges and controls in seeking to reduce the demand for parking and discourage unnecessary single-occupancy car use.

**MT2:** Balance the provision of short-stay and long-stay public parking provided by Warrington Borough Council so that it supports the vitality of retail centres whilst encouraging use of more sustainable travel modes.

**MT3:** Deal with requests for the provision of ‘Residents Only’ parking schemes in accordance with approved council policy for new and existing schemes.

**MT4:** Seek to ensure that Heavy Goods Vehicles (HGVs) use appropriate routes within the borough.

**MT5:** Seek to ensure delivery of goods to businesses in the town centre can be made efficiently and without disruption to traffic flows on key sensitive routes.

**MT6:** Support the principle of encouraging freight to switch from using road to rail or inland waterways where this would result in an overall reduction in carbon emissions from transport.

## **Smarter Choices**

**SC1:** Engage with business, education, health, leisure, and retail sectors in order to promote access by sustainable travel modes and the adoption of smarter travel choices.

**SC2:** Establish policies in the Local Development Framework (LDF) which encourage services and facilities to be developed in locations favourable for journeys made by walking, cycling and public transport.

**SC3:** Encourage existing employers in the Borough to develop effective Travel Plans.

**SC4:** Ensure that Travel Plans submitted in support of planning applications are of appropriate quality and contain effective measures to facilitate and promote travel by walking, cycling and public transport.

**SC5:** Ensure that planning applications for new or extended schools are accompanied by an up-to-date School Travel Plan.

**SC6:** Seek to ensure that Travel Plans submitted for speculative developments are taken on by future occupiers of the development and measures implemented.

**SC7:** Seek to ensure that active travel is recognised as an integral part of the solution to health issues related to physical inactivity and that active travel is promoted within the health agenda.

## **Safety & Security**

**SS1:** Develop strategies for continuing to reduce the frequency and severity of road traffic collisions.

**SS2:** Seek to ensure that highway traffic uses appropriate routes in making journeys through and within the borough to minimise the impact of traffic on safety and the environment in sensitive areas.

**SS3:** Ensure that road safety benefits are a consideration in the promotion of all highway improvements.

**SS4:** Seek to work with partners to eliminate higher casualty rates from disadvantaged areas.

**SS5:** Ensure that appropriate speed limits are in place on Warrington’s roads and consider setting ‘local speed

limits' where it is desirable for drivers to adopt a speed which is different from the national speed limit.

**SS6:** Respond to community concerns associated with traffic speed and ensure a consistent approach is adopted by the Cheshire agencies.

**SS7:** Ensure that all highway improvements in Warrington, including developer-led proposals, undergo safety audits to reduce any risk of introducing collisions.

**SS8:** Seek to reduce opportunities in the highway environment for antisocial behaviour through careful design of highway schemes.

**SS9:** Consider the role of maintaining and upgrading highway assets in improving the safety and security of highway users and the wider security of public spaces.

## **Asset Management**

**AM1:** Ensure that the categorisation and classification of the transport network and associated assets on strategic, primary and freight routes supports the transport vision and goals for the borough.

**AM2:** Seek to maintain and improve transport assets on strategic, primary and freight networks in accordance with the Warrington Transport Asset Management Plan (TAMP).

**AM3:** Ensure that the Levels of Service (LoS) and Lifecycle plans as agreed in the TAMP reflect customer and member expectations that can be met with the likely available resources.

**AM4:** In determining asset management priorities, consider the role of well maintained transport assets in supporting economic growth and reducing greenhouse gas emissions in Warrington.

**AM5:** Seek opportunities in maintaining and improving transport assets to reduce future negative impacts of climate change on asset condition.

**AM6:** Seek opportunities to reduce the amount of greenhouse gases produced during maintaining and improving transport assets.

**AM7:** Seek to support improved safety, security and quality of life through the maintenance and improvement of transport assets.

## **Network Management**

**NM1:** Continue to seek to fulfil our Network Management Duty to ensure the 'safe and expeditious movement of traffic' (Traffic Management Act, 2004)

**NM2:** Investigate the use of traffic management measures and traffic signalling improvements to relieve congestion and improve road safety for all highway users.

**NM3:** Ensure that schemes planned, designed and implemented under LTP3 assist in meeting the requirements of the Network Management Duty ('safe and expeditious movement of traffic').

**Appendix C: Assessment Tables**

<b>Manchester Mosses SAC: Possible impacts arising from the Core Strategy</b>					
<b>Qualifying Features</b>	<b>Key environmental conditions to support site integrity</b>	<b>Possible impacts arising from the Core Strategy</b>	<b>Is there a risk of a significant effect</b>	<b>Possible in combination effects from other plans and policies</b>	<b>Screening Assessment (Indicate whether in combination)</b>
Annex 1 habitats that are considered to be one of the best areas in the UK for degraded raised bogs still capable of natural regeneration	Presence of appropriate species capable of peat formation	Any development or activities could affect the air quality, hydrological regime and level of use of land which has the potential to impact on the abundance of species capable of peat formation.	Yes	This is most likely to be an issue if there is mineral extraction, the development, expansion or continued use of waste sites in the vicinity of the Mosses.  Proposed employment/housing growth and mineral extraction in the UDP's and Core Strategies of Salford, Trafford and Wigan could exacerbate these effects and act 'in combination with the Core Strategy'.	Screened in
	Appropriate hydrological regime to provide stable water table just below surface (approx 25 cm)	Development of new housing and employment land in the borough could lead to increased demand for water.  Mineral extraction in the borough may result in changes to the hydrological cycle.  The development, expansion or continued use of waste sites has the potential to result in water pollution (eg. through runoff of organic/contaminated matter).	Yes	Proposed employment/housing growth and mineral/waste polices in the UDP's and Core Strategies of Salford, Trafford and Wigan could exacerbate these effects and act 'in combination with the Core Strategy'.	Screened in
	Management of sites and surrounding agricultural land to maintain an undrained area	The mosses are highly sensitive to tramping and other recreational pressures. Development of new housing in the borough will increase the demand for recreation space which	No	This is most likely to be an issue in combination with other plans and policies encouraging travel on these routes:  Regeneration, healthy lifestyle and access to the countryside policies for	Screened in (for in <sup>2</sup> 5

	<p>around the raised bog and to prevent invasion of scrub/bracken</p>	<p>could lead to increased pressure on the mosses. Policies that encourage the healthy lifestyles and sustainable modes of travel could lead to similar recreational pressures.</p>	<p>Carrington/Partington in the City of Salford UDP and Draft Core Strategy. New Housing and employment policies in the Wigan Replacement UDP and Draft Core Strategy</p>	<p>combination effects)</p>
<p>Air quality (to support Sphagnum regeneration)</p>	<p>Holcroft Moss abuts the M62. Raised bog, in particular <i>Sphagnum</i> species, are vulnerable to vehicle emissions. An increase in use of the motorway network caused by new housing and employment development has the potential to affect the favourable status of <i>Sphagnum</i> species. Astley/Bedford and Risley Mosses abut Liverpool to Manchester railway lines. An increase in the use/frequency of services on these lines for either passengers or freight could have the potential to affect the favourable status of <i>Sphagnum</i> species. The development, expansion or continued use of waste sites and mineral extraction has the potential to result in air emissions (eg. through the transportation of waste and minerals to and from site).</p>	<p>Other plans and policies encouraging travel on these routes could exacerbate these effects and act 'in combination with the Core Strategy': Transport and regeneration policies for Carrington/Partington in the City of Salford UDP and Draft Core Strategy. Transport and regeneration policies for Carrington/Partington in the Trafford Revised Unitary Development Plan and Draft Core Strategy Mineral and waste policies in the Wigan Replacement UDP and Draft Core Strategy The second Greater Manchester local Transport Plan (GMLTP2)</p>	<p>Screened in</p>	

<b>Manchester Mosses SAC: Possible impacts arising from the LTP3</b>					
<b>Qualifying Features</b>	<b>Key environmental conditions to support site integrity</b>	<b>Possible impacts arising from the LTP3</b>	<b>Is there a risk of a significant effect</b>	<b>Possible in combination effects from other plans and policies</b>	<b>Screening Assessment (indicate whether in combination)</b>
Annex 1 habitats that are considered to be one of the best areas in the UK for degraded raised bogs still capable of natural regeneration	Presence of appropriate species capable of peat formation	Any development or activities affecting air quality, hydrological regime and level of use of land could have the potential to impact on the abundance of species capable of peat formation. Policy PT9 seeks to ensure that improvements to the national rail network are positive for Warrington and maximise opportunities that arise to improve rail passenger and freight.	Yes	This is most likely to be an issue if there is increased use of either of the Liverpool to Manchester railway lines, as these routes pass very close to the mosses:  Proposed employment and housing growth in the UDP's and Core Strategies of Salford, Trafford and Wigan could exacerbate these effects and act 'in combination with the LTP3'.  The second Greater Manchester Local Transport Plan (GMLTP2)	Screened in (for in combination effects)
	Appropriate hydrological regime to provide stable water table just below surface (approx 25 cm)	No likely impact.	No	N/A	Screened out
	Management of sites and surrounding land to maintain an undrained area around the raised bog and to prevent invasion of scrub/bracken	No likely impact.	No	N/A	Screened out

	<p>Air quality (to support Sphagnum regeneration)</p>	<p>Raised bog, in particular <i>Sphagnum</i> species, is vulnerable to vehicle emissions. Astley/Bedford and Risley Mosses abut Liverpool to Manchester railway lines. An increase in the use/frequency of services on these lines for either passengers or freight has the potential to affect the favourable status of <i>Sphagnum</i> species. Policy PT9 seeks to ensure that improvements to the national rail network are positive for Warrington and maximise opportunities that arise to improve rail passenger and freight.</p>	<p>Yes</p>	<p>Increased use of the rail network caused by new housing and/or employment growth in adjacent authority areas could exacerbate these effects and act 'in combination with the LTP3':</p> <p>Transport and regeneration policies for Carrington/Partington; Barton Aerodrome and improvements to the capacity of the M62 in the City of Salford UDP and Draft Core Strategy.</p> <p>Transport and regeneration policies for Carrington/Partington in the Trafford Revised UDP and Draft Core Strategy.</p> <p>The second Greater Manchester Local Transport Plan (GMLTP2)</p>	<p>Screened in (for in combination effects)</p>
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<b>Mersey Estuary SPA and Ramsar: Possible impacts arising from the Core Strategy</b>					
<b>Qualifying Features</b>	<b>Key environmental conditions to support site integrity</b>	<b>Possible impacts arising from the Core Strategy</b>	<b>Is there a risk of a significant effect</b>	<b>Possible in combination effects from other plans and policies</b>	<b>Screening Assessment (indicate whether in combination)</b>
Annex 1 species. The site regularly supports 14 species of international importance. The site is important for birds either over the winter or on passage.	No significant damage to or decrease in the extent of the habitat, the vegetation characteristics or the landscape features important to supporting populations of qualifying species.	<p>New housing and employment development in inner Warrington (close to the banks of the River Mersey) and the associated remediation of contaminated land has the potential to result in pollution leaching or spilling in to the catchment area of the River Mersey and being carried downstream.</p> <p>Promotion of use of Port Warrington/MSF for the movement of freight would lead to increased use of the Mersey Estuary by shipping which could increase the risk of pollution and spillages.</p> <p>Mineral extraction within the Borough may result in changes in the hydrological cycle and pollution/contamination downstream.</p> <p>The development of waste sites (including sustainable waste sites) has the potential to result in air emissions from the transportation of waste and combustion from CHP/EW facilities; water pollution through the runoff of organic or contaminated matter.</p> <p>All of these factors could affect water quality, which could indirectly impact on the presence and abundance of habitat and vegetation characteristics.</p>	Yes	<p>Other plans and policies that encourage healthy lifestyles, development of new housing and seek to reduce freight traffic on the highway network and promote its movement by inland water could exacerbate these effects and act 'in combination with the Core Strategy':</p> <p>Regeneration, healthy lifestyle and access to the countryside policies for Carrington/Partington/Irlam/Cadishead (which are in fairly close proximity to the Clay Pits) in the City of Salford UDP and Draft Core Strategy.</p> <p>Regeneration policies for Carrington/Partington in the Trafford Revised Unitary Development Plan and Draft Core Strategy</p>	Screened in
Height of vegetation throughout areas used for feeding and roosting		<p>Policies that encourage healthy lifestyles and development of new housing in the borough will increase the demand for recreation space which could lead to increased recreational pressures and trampling.</p>	No	<p>This is most likely to be an issue in combination with other plans and policies in the Borough's adjacent to the Mersey Estuary that encourage healthy lifestyles and development of new housing:</p> <p>Halton Unitary Development Plan and Draft Core Strategy.</p>	Screened in (for in combination effects)



				<p>The potential inclusion of the Ellesmere Port waterfront in the Draft Cheshire West &amp; Chester Core Strategy.</p>	
<p>Lack of disturbance during winter months (Oct to March)</p>	<p>Policies that encourage healthy lifestyles and development of new housing in the borough will increase the demand for recreation space which could lead to increased recreational pressures. For example, wintering birds can use up valuable fat reserves by short flights to avoid cyclists, ramblers, dogs or boat users.</p> <p>Promotion of use of Port Warrington/MSC for the movement of freight would lead to increased use of the Mersey Estuary by shipping which could increase disturbance during the winter months.</p>	<p>No</p>	<p>This is most likely to be an issue in combination with other plans and policies in the Borough's adjacent to the Mersey Estuary that encourage healthy lifestyles; the development of new housing; support for economic activity generated by the region's airports, major ports and the MSC:</p> <p>Halton Unitary Development Plan and Draft Core Strategy</p> <p>The potential inclusion of the Ellesmere Port waterfront in the Draft Cheshire West &amp; Chester Core Strategy.</p> <p>City of Salford UDP and Draft Core Strategy</p> <p>Trafford Revised UDP and Draft Core Strategy</p> <p>The second Warrington Local Transport Plan</p> <p>Second Local Transport Plans for Halton and Merseyside</p>	<p>Screened in (for in combination effects)</p>	
<p>Presence and abundance of aquatic plants and prey species (invertebrates).</p>	<p>New housing and employment development in inner Warrington (close to the banks of the River Mersey) and the associated remediation of contaminated land has the potential to result in pollution leaching or spilling in to the catchment area of the River Mersey and being carried downstream.</p> <p>Promotion of use of Port Warrington/MSC for the movement of freight would lead to increased use of the Mersey Estuary by shipping which could increase the risk of pollution and spillages.</p>	<p>Yes</p>	<p>Other plans and policies that make provision for minerals and waste sites, development of new housing and seek to reduce freight traffic on the highway network and promote its movement by inland water</p>	<p>Screened in</p>	

could exacerbate these effects and act 'in combination with the Core Strategy':

Regeneration, healthy lifestyle and

		<p>Mineral extraction within the Borough may result in changes in the hydrological cycle and pollution/contamination downstream.</p> <p>The development of waste sites (including sustainable waste sites) has the potential to result in air emissions from the transportation of waste and combustion from CHP/EfW facilities; water pollution through the runoff of organic or contaminated matter and displacement of qualifying bird species through the attraction of composting and landfill.</p> <p>All of these factors could affect water quality, which could indirectly impact on the presence and abundance of food availability.</p>		<p>access to the countryside policies for Carrington/Partington/Irlam/Cadishhead (which are in fairly close proximity to the Clay Pits) in the City of Salford UDP and Draft Core Strategy.</p> <p>Regeneration policies for Carrington/Partington in the Trafford Revised Unitary Development Plan and Draft Core Strategy</p>	
<p>Openness of site so as to maintain view lines for bird</p>		<p>No likely impact.</p>	<p>No</p>	<p>N/A</p>	<p>Screened out</p>

<b>Mersey Estuary SPA and Ramsar: Possible impacts arising from the LTP3</b>					
<b>Qualifying Features</b>	<b>Key environmental conditions to support site integrity</b>	<b>Possible impacts arising from the LTP3</b>	<b>Is there a risk of a significant effect</b>	<b>Possible in combination effects from other plans and policies</b>	<b>Screening Assessment (indicate whether in combination)</b>
Annex 1 species. The site regularly supports 14 species of international importance. Many of these are birds either over the winter or on passage.	No significant damage to or decrease in the extent of the habitat, the vegetation characteristics or the landscape features important to supporting populations of qualifying species.	Policy MT6 – Supports the principal of encouraging freight to switch from road to rail or inland waterways and could lead to greater use of the Mersey Estuary by shipping which in turn could increase the risk of pollution and spillages. Water quality could be affected and this could indirectly impact on the presence and abundance of habitat and vegetation characteristics. However, it is unlikely that the LTP3 policies in themselves will worsen existing levels of pollution and spillages.	No	This is most likely to be an issue in combination with other plans and policies that seek to reduce freight traffic on the highway network and promote its movement by inland water:  Promotion of use of Port Warrington/MSL for the movement of freight in Warrington UDP and Draft Core Strategy.  Regeneration and transport policies for Carrington/Partington/Irlam/Cadishead in the City of Saiford UDP and Draft Core Strategy and the Trafford Revised UDP and Draft Core Strategy.	Screened in (for in combination effects)
	Height of vegetation throughout areas used for feeding and roosting	No likely impact.	No	N/A.	Screened out
Presence and	Lack of disturbance during winter months (Oct to March)	Policy MT6 – Supports the principal of encouraging freight to switch from road to rail or inland waterways and could lead to greater increased use of the Mersey Estuary by shipping during the winter months. However, it is unlikely that the LTP3 policies in themselves will exacerbate existing levels of disturbance.		This is most likely to be an issue in combination with other plans and policies that seek to reduce freight traffic on the highway network and promote its movement by inland water:  Promotion of use of Port	
	Presence and	MT6 – Supports the principal of encouraging freight to switch			

	abundance of aquatic plants and prey species (invertebrates).	from road to rail or inland waterways and could lead to greater use of the Mersey Estuary by shipping which in turn could increase the risk of pollution/spillages and loss of sediment through dredging and disturbance. This could affect water quality and could indirectly impact on the presence and abundance of habitat and vegetation characteristics. However, it is unlikely that the LTP3 policies in themselves will worsen existing levels of pollution and spillages.	No	<p>Warrington/MSC for the movement of freight in Warrington UDP and Draft Core Strategy.</p> <p>Regeneration and transport policies for Carrington/Partington/Irlam/Cadishead in the City of Salford UDP and Draft Core Strategy and the Trafford Revised UDP and Draft Core Strategy.</p> <p>The second Warrington Local Transport Plan</p> <p>Second Local Transport Plans for Halton and Merseyside.</p>	Screened in (for in combination effects)
Openness of site so as to maintain view lines for bird		No likely impact.	No	N/A	Screened out

**Midland Meres and Mosses – Phase1 Ramsar: Possible impacts arising from the Core Strategy**

Qualifying Features	Key environmental conditions to support site integrity	Possible impacts arising from the Core Strategy	Is there a risk of a significant effect	Possible in combination effects from other plans and policies	Screening Assessment (indicate whether in combination)
<p>Designated under Ramsar Criteria 1 and 2. The site comprises a diverse range of habitats from open water to raised bog. The sites supports a number of rare species of plants associated with wetlands including 5 nationally scarce species together with an assemblage of rare wetland invertebrates.</p>	<p>Water quality</p>	<p>The A50 and A556 pass close to both The Mere Mere and Tatton Mere. An increase in road use has the potential to increase the risk of accidents and spillages on the busy road network exacerbating the existing pressure of diffuse pollution from surface water run-off. However, it is unlikely that the Core Strategy policies in themselves will worsen existing levels of water quality.</p>	<p>No</p>	<p>This is most likely to be an issue if there is increased traffic in the vicinity of the Meres due to proposed employment/housing growth and mineral extraction in the UDP's and Core Strategies of adjoining authorities which could exacerbate these effects and act 'in combination with the Core Strategy':</p> <p>Tourism policies that seek to promote new attractions and transport policies (that seek to safeguard land adjacent to the A556(M) trunk road) in the Macclesfield Borough Local Plan.</p> <p>Growth and regeneration policies in the Trafford Revised Unitary Development Plan and Draft Core Strategy; Halton UDP and Draft Core Strategy and Cheshire East and Cheshire West &amp; Chester's forthcoming Core Strategies.</p> <p>New Housing and employment policies for Northwich and Winsford in the Vale Royal Local Plan.</p> <p>Cheshire County Council's second LTP.</p> <p>Proposed mineral extraction policies in the forthcoming Core Strategies for Cheshire East and Cheshire West &amp; Chester.</p>	<p>Screened in (for in combination effects)</p>

	<p>Appropriate hydrological regime to maintain water levels</p>	<p>No likely impact</p>	<p>No</p>	<p>N/A</p>	<p>Screened out</p>
<p>Control of invasive species</p>		<p>No likely impact</p>	<p>No</p>	<p>N/A</p>	<p>Screened out</p>
<p>Air quality</p>	<p>The Mere Mere lies close to the A50 and the A556. Raised bog is vulnerable to vehicle emissions. An increase in use of the Main road network caused by new housing and employment development has the potential to increase levels of air pollution and affect the favourable status of the mere. However, it is unlikely that the Core Strategy policies in themselves will worsen existing levels of air quality.</p>	<p>No</p>	<p>This is most likely to be an issue in combination with other plans and policies that enhance connectivity and encourage travel on these routes:</p> <p>Tourism policies that seek to promote new attractions and transport polices (that seek to safeguard land adjacent to the A556(M) trunk road) in the Macclesfield Borough Local Plan.</p> <p>Growth and regeneration policies in the Trafford Revised Unitary Development Plan and Draft Core Strategy; Halton UDP and Draft Core Strategy and Cheshire East and Cheshire West &amp; Chester's forthcoming Core Strategies.</p> <p>New Housing and employment policies for Northwich and Winsford in the Vale Royal Local Plan.</p> <p>Cheshire County Council's second LTP.</p>	<p>Screened in (for in combination effects)</p>	

<b>Midland Meres and Mosses – Phase1 Ramsar: Possible impacts arising from the LTP3</b>					
<b>Qualifying Features</b>	<b>Key environmental conditions to support site integrity</b>	<b>Possible impacts arising from the LTP3</b>	<b>Is there a risk of a significant effect</b>	<b>Possible in combination effects from other plans and policies</b>	<b>Screening Assessment (indicate whether in combination)</b>
Designated under Ramsar Criteria 1 and 2. The site comprises a diverse range of habitats from open water to raised bog. The sites supports a number of rare species of plants associated with wetlands including 5 nationally scarce species together with an assemblage of rare wetland invertebrates.	Water quality	The A50 and A556 pass close to both The Mere Mere and Tatton Mere. An increase in road use has the potential to impact on the water table and water quality due to an increased risk of accidents and spillages on the busy road network. This will exacerbate the existing pressure of diffuse pollution from surface water run-off from transport infrastructure. However, it is unlikely that the LTP3 policies in themselves will worsen existing levels of water quality.	No	This is most likely to be an issue in combination with other plans and policies that enhance connectivity and encourage travel on these routes:  Proposed employment/housing growth in the UDP's and Core Strategies of adjoining authorities and the forthcoming Core Strategies for Cheshire East and Cheshire West & Chester could exacerbate these effects and act 'in combination with the LTP3'.	Screened in (for in combination effects)
	Appropriate hydrological regime to maintain water levels	No likely impact	No	N/A	Screened out
	Control of invasive species	No likely impact	No	N/A	Screened out
	Air quality	The Mere Mere and Tatton Mere lies close to the A50 and the A556. Raised bog is vulnerable to vehicle emissions. An increase in use of the main road network has the potential to increase levels of air pollution and affect the favourable status of the meres. However, it is unlikely that the LTP3 policies in themselves will worsen existing levels of air quality.	No	This is most likely to be an issue in combination with other plans and policies that enhance connectivity and encourage travel on these routes:  Tourism policies that seek to promote new attractions and transport policies (that seek to safeguard land adjacent to the A556(M) trunk road) and access to the countryside in the Macclesfield Borough Local Plan.	Screened in (for in combination effects)

			<p>Growth and regeneration policies in the Warrington UDP and Draft Core Strategy; Trafford Revised Unitary Development Plan and Draft Core Strategy; Halton UDP and Draft Core Strategy (including Mersey Gateway Project) and Cheshire East and Cheshire West &amp; Chester's forthcoming Core Strategies.</p> <p>New Housing and employment policies for Northwich and Winsford in the Vale Royal Local Plan.</p> <p>Cheshire County Council's second LTP.</p>	
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**Midland Meres and Mosses – Phase 2 Ramsar: Possible impacts arising from the Core Strategy**

Qualifying Features	Key environmental conditions to support site integrity	Possible impacts arising from the Core Strategy	Is there a risk of a significant effect	Possible in combination effects from other plans and policies	Screening Assessment (indicate whether in combination)
<p>Designated under Ramsar Criteria 1 and 2. The site comprises a diverse range of habitats from open water to raised bog. The sites supports a number of rare species of plants associated with wetlands including 5 nationally scarce species together with an assemblage of rare wetland invertebrates.</p>	<p>Water quality</p>	<p>The M56 and A556 both pass close to Rostherne Mere, whilst the A49 and A54 pass close to Oak Mere. An increase in road use has the potential to increase the risk of accidents and spillages on the busy road network exacerbating the existing pressure of diffuse pollution from surface water run-off. However, it is unlikely that the Core Strategy policies in themselves will worsen existing levels of water quality.</p>	<p>No</p>	<p>This is most likely to be an issue if there is increased traffic in the vicinity of the Meres due to proposed employment/housing growth and mineral extraction in the UDP's and Core Strategies of adjoining authorities which could exacerbate these effects and act 'in combination with the Core Strategy':</p> <p>Tourism policies that seek to promote new attractions and transport polices (that seek to safeguard land adjacent to the A556(M) trunk road) in the Macclesfield Borough Local Plan.</p> <p>Growth and regeneration policies in the Trafford Revised Unitary Development Plan and Draft Core Strategy; Halton UDP and Draft Core Strategy and Cheshire East and Cheshire West &amp; Chester's forthcoming Core Strategies.</p> <p>New Housing and employment policies for Northwich and Winsford in the Vale Royal Local Plan.</p> <p>Cheshire County Council's second LTP.</p> <p>Proposed mineral extraction policies in the forthcoming Core Strategies for Cheshire East and Cheshire West &amp; Chester.</p>	<p>Screened in (for in combination effects)</p>

	<p>Appropriate hydrological regime to maintain water levels</p>	<p>No likely impact</p>	<p>No</p>	<p>N/A</p>	<p>Screened out</p>
<p>Control of invasive species</p>	<p>No likely impact</p>	<p>No</p>	<p>N/A</p>	<p>N/A</p>	<p>Screened out</p>
<p>Air quality</p>	<p>The M56 and A556 both pass close to Rostherne Mere, whilst the A49 and A54 pass close to Oak Mere. Raised bog is vulnerable to vehicle emissions. An increase in use of the main road network caused by new housing and employment development has the potential to increase levels of air pollution and affect the favourable status of the mere.</p> <p>However, it is unlikely that the Core Strategy policies in themselves will worsen existing levels of air quality.</p>	<p>No</p>	<p>This is most likely to be an issue in combination with other plans and policies that enhance connectivity and encourage travel on these routes:</p> <p>Tourism policies that seek to promote new attractions and transport polices (that seek to safeguard land adjacent to the A556(M) trunk road) and access to the countryside in the Macclesfield Borough Local Plan.</p> <p>Growth and regeneration policies in the Warrington UDP; Trafford Revised Unitary Development Plan and Draft Core Strategy; Halton UDP and Draft Core Strategy and Cheshire East and Cheshire West &amp; Chester's forthcoming Core Strategies.</p> <p>New Housing and employment policies for Northwich and Winsford in the Vale Royal Local Plan.</p> <p>Cheshire County Council's second LTP.</p>	<p>Screened in (for in combination effects)</p>	<p>Screened in (for in combination effects)</p>

<b>Midland Meres and Mosses – Phase 2 Ramsar : Possible impacts arising from the LTP3</b>					
<b>Qualifying Features</b>	<b>Key environmental conditions to support site integrity</b>	<b>Possible impacts arising from the LTP3</b>	<b>Is there a risk of a significant effect</b>	<b>Possible in combination effects from other plans and policies</b>	<b>Screening Assessment (indicate whether in combination)</b>
Designated under Ramsar Criteria 1 and 2. The site comprises a diverse range of habitats from open water to raised bog. The sites supports a number of rare species of plants associated with wetlands including 5 nationally scarce species together with an assemblage of rare wetland invertebrates.	Water quality	The M56 and A556 both pass close to Rostherne Mere, whilst the A49 and A54 pass close to Oak Mere. An increase in road use has the potential to impact on the water table and water quality due to an increased risk of accidents and spillages on the busy road network. This will exacerbate the existing pressure of diffuse pollution from surface water run-off from transport infrastructure. However, it is unlikely that the LTP3 policies in themselves will worsen existing levels of water quality.	No	This is most likely to be an issue in combination with other plans and policies that enhance connectivity and increase/encourage travel on these routes:  Proposed employment/housing growth in the UDP's and Core Strategies of adjoining authorities and the forthcoming Core Strategies for Cheshire East and Cheshire West & Chester could exacerbate these effects and act in combination with the LTP3'.	Screened in (for in combination effects)
	Appropriate hydrological regime to maintain water levels	No likely impact	No	N/A	Screened out
	Control of invasive species	No likely impact	No	N/A	Screened out
	Air quality	The M56 and A556 both pass close to Rostherne Mere, whilst	No	This is most likely to be an issue in combination with other plans and policies that enhance connectivity and encourage travel on these routes:  Tourism policies that seek to promote new attractions and transport policies (that seek to	Screened in (for in combination effects)

		<p>the A49 and A54 pass close to Oak Mere. Raised bog is vulnerable to vehicle emissions. An increase in use of the main road network caused by new housing and employment development has the potential to increase levels of air pollution and affect the favourable status of the mere. However, it is unlikely that the LTP3 policies in themselves will worsen existing levels of water quality.</p>	<p>safeguard land adjacent to the A556(M) trunk road) and access to the countryside in the Macclesfield Borough Local Plan.</p> <p>Growth and regeneration policies in the Warrington UDP; Trafford Revised Unitary Development Plan and Draft Core Strategy; Halton UDP and Draft Core Strategy and Cheshire East and Cheshire West &amp; Chester's forthcoming Core Strategies.</p> <p>New Housing and employment policies for Northwich and Winsford in the Vale Royal Local Plan.</p> <p>Cheshire County Council's second LTP.</p>	
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<b>West Midland Mosses SAC: Possible impacts arising from the Core Strategy</b>					
<b>Qualifying Features</b>	<b>Key environmental conditions to support site integrity</b>	<b>Possible impacts arising from the Core Strategy</b>	<b>Is there a risk of a significant effect</b>	<b>Possible in combination effects from other plans and policies</b>	<b>Screening Assessment (indicate whether in combination)</b>
	Distribution of community.	No likely impacts.	No	N/A	Screened out
	Sediment quantity and quality.	No likely impacts	No	N/A	Screened out
Annex 1 Habitats. The site is considered to be one of the best areas in the UK for natural dystrophic lakes/ponds and transition meres and quaking bogs.	Water quality (phosphorous target levels).	The A49 and A54 pass close to both Oak Mere and Abbots Moss. An increase in road use has the potential to increase the risk of accidents and spillages on the busy road network exacerbating the existing pressure of diffuse pollution from surface water run-off. However, it is unlikely that the Core Strategy policies in themselves will worsen existing levels of water quality.	No	This is most likely to be an issue if there is increased traffic in the vicinity of the Meres due to proposed employment/housing growth and mineral extraction in the UDP's and Core Strategies of adjoining authorities which could exacerbate these effects and act 'in combination with the Core Strategy':  New Housing and employment policies for Northwich and Winsford in the Vale Royal Local Plan.  Cheshire County Council's second LTP.  Proposed mineral extraction policies in the forthcoming Core Strategies for Cheshire East and Cheshire West & Chester.	Screened in (for in combination effects)
	Maintenance of water quantity and levels.	No likely impacts.	No	N/A	Screened out
	Air quality.	The sites are currently exceeding critical load of NOx deposition.		This is most likely to be an issue in combination with other plans and policies proposing employment and housing	

		<p>Oak Mere and Abbots Moss lie adjacent to the A49. Raised bog, in particular <i>Sphagnum</i> species, are vulnerable to vehicle emissions. An increase in use of the main road network caused by new housing and employment development and other policies enhancing vehicle/freight travel to Warrington (in particular to Port Warrington freight facility at Acton Grange) has the potential to affect the favourable status of <i>Sphagnum</i> species. However, it is unlikely that the Core Strategy policies in themselves will worsen existing air quality levels.</p>	<p>No</p>	<p>growth: New Housing and employment policies for Northwich and Winsford in the Vale Royal Local Plan and Halton UDP and Draft Core Strategy.</p>	<p>Screened in (for in combination effects)</p>
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**West Midland Mosses SAC: Possible impacts arising from the LTP3**

Qualifying Features	Key environmental conditions to support site integrity	Possible impacts arising from the LTP3	Is there a risk of a significant effect	Possible in combination effects from other plans and policies	Screening Assessment (indicate whether in combination)
Annex I Habitats. The site is considered to be one of the best areas in the UK for natural dystrophic lakes/ponds and transition meres and quaking bogs.	Distribution of community.	No likely impacts.	No	N/A	Screened out
	Sediment quantity and quality.	No likely impacts	No	N/A	Screened out
	Water quality (phosphorous target levels).	No likely impacts	No	N/A	Screened out
	Maintenance of water quantity and levels.	No likely impacts.	No	N/A	Screened out
	Air quality.	No likely impacts.	No	N/A	Screened out

<b>River Dee and Bala Lake SAC: Possible impacts arising from the Core Strategy</b>					
<b>Qualifying Features</b>	<b>Key environmental conditions to support site integrity</b>	<b>Possible impacts arising from the Core Strategy</b>	<b>Is there a risk of a significant effect</b>	<b>Possible in combination effects from other plans and policies</b>	<b>Screening Assessment (indicate whether in combination)</b>
Annex I Habitats and Annex II species. The site is considered to be one of the best areas in the UK for habitats containing aquatic mosses ( <i>Ranunculus fluitans</i> and <i>Callitriche-Batrachion</i> ) and species, such as Atlantic Salmon ( <i>Salmo salar</i> ) and floating water plantain ( <i>Luronium natans</i> )	Good flow conditions with unobstructed migration routes.	The River Dee and Bala Lake SAC is already threatened by water abstraction. Development of new housing and employment land in the borough identified by the Core Strategy could lead to increased demand for water. Increased levels of abstraction could significantly affect the levels of flow in the River Dee and hence result in significant effects on qualifying species.	Yes	The cumulative impact of additional housing and employment development across the region could exacerbate these effects, by significantly increasing the demand for water abstraction and act in combination with the Core Strategy:  Halton Unitary Development Plan and Draft Core Strategy  Draft Cheshire West & Chester Core Strategy.  City of Salford UDP and Draft Core Strategy  Trafford Revised UDP and Draft Core Strategy	Screened in
	Fish require the maintenance of suitable in stream habitat.	Increased abstraction of water arising from policies in the Core Strategy seeking to increase levels of new housing and employment may threaten the ecosystem of the River Dee (eg. Decreased flow levels could affect the quantity and quality of habitat which could in turn affect the fish population).	No		
	Water quality (absence of pollution).	No likely impacts	No	N/A	Screened out
	Otters require the maintenance of suitable terrestrial habitat to provide cover and adequate populations of prey species.	No likely impacts.	No	N/A	Screened out



<b>River Dee and Bala Lake SAC: Possible impacts arising from the LTP3</b>					
<b>Qualifying Features</b>	<b>Key environmental conditions to support site integrity</b>	<b>Possible impacts arising from the LTP3</b>	<b>Is there a risk of a significant effect</b>	<b>Possible in combination effects from other plans and policies</b>	<b>Screening Assessment (indicate whether in combination)</b>
Annex I Habitats and Annex II species. The site is considered to be one of the best areas in the UK for habitats containing aquatic mosses ( <i>Ranunculus fluitans</i> and <i>Callitriche-Batrachion</i> ) and species, such as Atlantic Salmon ( <i>Salmo salar</i> ) and floating water plantain ( <i>Luronium natans</i> )	Good flow conditions with unobstructed migration routes.	No likely impact.	No	None.	Screened out
	Water quality (absence of pollution).	No likely impacts	No	None.	Screened out
	Fish require the maintenance of suitable in stream habitat.	No likely impact.	No	None.	Screened out
	Otters require the maintenance of suitable terrestrial habitat to provide cover and adequate populations of prey species.	No likely impacts.	No	None.	Screened out

**Rixton Clay Pits SAC: Possible impacts arising from the Core Strategy**

Qualifying Features	Key environmental conditions to support site integrity	Possible impacts arising from the Core Strategy	Is there a risk of a significant effect	Possible in combination effects from other plans and policies	Screening Assessment (indicate whether in combination)
Annex II Species. The site is considered to be one of the best areas in the UK for Great Crested Newts ( <i>Triturus cristatus</i> )	The number of water bodies (currently 33), their interconnectedness, lack of barriers and extent of shading.	Policies that encourage healthy lifestyles and development of new housing in the borough will increase the demand for recreation space which could lead to increased recreational pressures. Trampling and other recreational pressures could lead to fragmentation of the site and barriers to newt movement. However, it is unlikely that the Core Strategy policies in themselves will exacerbate the fragmentation of the site.	No	This is most likely to be an issue in combination with other plans and policies that encourage healthy lifestyles and development of new housing:  Regeneration, healthy lifestyle and access to the countryside policies for Carrington/Partington/Irlam/Cadishead (which are in fairly close proximity to the Clay Pits) in the City of Salford UDP and Draft Core Strategy.  Regeneration policies for Carrington/Partington in the Trafford Revised Unitary Development Plan and Draft Core Strategy	Screened in (for in combination effects)
Management of grassland habitat around ponds	Absence of fish in the majority of the ponds	No likely impacts	No	None identified.	Screened out
Water quality (absence of pollution). Whilst slight	The development, expansion or continued use of waste sites has the potential to result in water pollution (eg. through runoff of organic/contaminated matter).	Mineral extraction in the borough has the potential to result in water pollution (eg. through runoff of organic/contaminated matter).	No	This is most likely to be an issue due to proposed employment/housing growth and associated mineral extraction in the UDP's and Core Strategies of adjoining authorities which could exacerbate these effects and act 'in combination with the Core Strategy':	Screened out

The development, expansion or continued use of waste sites has the potential to result in water pollution (eg. through runoff of organic/contaminated matter).

	<p>levels would reduce the viability of the ponds as breeding sites.</p>			<p>Mineral and waste policies in the City of Salford UDP and Draft Core Strategy; Trafford Revised Unitary Development Plan and Draft Core Strategy and the Wigan Replacement UDP and Draft Core Strategy.</p>	<p>Screened in</p>
<p>Maintenance of water levels. Ensure that 75% of the water bodies hold water throughout the breeding and tadpole development season (Feb to mid-August)</p>	<p>The development, expansion or continued use of waste and mineral extraction sites in the borough may result in changes to the hydrological cycle.</p>	<p>Yes</p>			

**Rixton Clay Pits SAC: Possible impacts arising from LTP3**

Qualifying Features	Key environmental conditions to support site integrity	Possible impacts arising from LTP3	Is there a risk of a significant effect	Possible in combination effects from other plans and policies	Screening Assessment (indicate whether in combination)
Annex II Species. The site is considered to be one of the best areas in the UK for Great Crested Newts ( <i>Triturus cristatus</i> )	The number of water bodies, their interconnectedness and the extent of shade	No likely impact.	No	None.	Screened out
Management of grassland habitat around ponds	Policies that encourage healthy lifestyles and access to the countryside in the borough could increase recreational pressures. Trampling and other recreational pressures could lead to fragmentation of the site and create barriers to new movement. Policy AT1 seeks to develop a comprehensive borough-wide network of walking and cycling routes utilising quiet roads, cycle paths and off-road routes, which provide links to key services and amenities as well as opportunities for recreation.	This is most likely to be an issue in combination with other plans and policies that encourage development of new housing, healthy lifestyles and access to the countryside:  Regeneration, healthy lifestyle and access to the countryside policies for Carrington/Partington/Irlam/Cadishead (which are in fairly close proximity to the Clay Pits) in the City of Salford UDP and Draft Core Strategy.  Regeneration policies for Carrington/Partington in the Trafford Revised Unitary Development Plan and Draft Core Strategy	No	This is most likely to be an issue in combination with other plans and policies that encourage development of new housing, healthy lifestyles and access to the countryside:  Regeneration, healthy lifestyle and access to the countryside policies for Carrington/Partington/Irlam/Cadishead (which are in fairly close proximity to the Clay Pits) in the City of Salford UDP and Draft Core Strategy.  Regeneration policies for Carrington/Partington in the Trafford Revised Unitary Development Plan and Draft Core Strategy	Screened in (for in combination effects)
Absence of fish in the majority of the ponds	Absence of fish in the majority of the ponds	No likely impacts	No	None.	Screened out
Water quality. Whilst slight levels of pollution can be	Water quality. Whilst slight levels of pollution can be	Rixton Clay Pits lies adjacent to the A57. An increase in the use of this main route has the potential to increase the risk of	Yes	None identified.	Screened in (for in combination effects)

	<p>tolerated high levels would reduce the viability of the ponds as breeding sites.</p>	<p>accidents and spillages and affect the water quality of the ponds through diffuse pollution from surface water run-off. Policy AM2 seeks to maintain and improve transport assets on strategic, primary and freight networks in accordance with the Warrington Transport Asset Management Plan.</p>			
<p>Maintenance of water levels. Ensure that 75% of the water bodies hold water through Feb to mid-August</p>	<p>No likely impacts</p>		<p>No</p>	<p>None.</p>	<p>Screened out</p>



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