

Halton Local Plan 2014-2037

Delivery and Allocations Local Plan (incorporating Partial Review of Core Strategy) Draft Document

Consultation Draft

Foreword

I would like to thank you for taking the time to take part in this consultation on Halton Borough Council's Local Plan. This document builds upon and supports the sustainable growth strategy for the area set out in the adopted Core Strategy. It includes consultation on the Revised Core Strategy policies and the Delivery and Allocations Local Plan.

This document will seek to find and allocate the most sustainable sites to provide new housing and jobs, without these our local economy cannot grow and prosper and without the right infrastructure of all types to support that growth, our communities will not thrive.

Because of this, the plan is about more than just finding sites to build on. It is also about identifying where building shouldn't happen at all or where particular care must be taken. Its policies protect what is important to local people such as parks and playing pitches, Conservation Areas and Local Wildlife Sites.

The development management policies need to be flexible enough to respond to legislative and market changes, whilst allowing the Council to strive for excellence in all development that arises from the proposals it makes decisions upon.

Cllr Hignett



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I. Introduction

- I.1. This Halton Local Plan document is being prepared to allow for consultation for on the Delivery and Allocations Local Plan (DALP) and the revised policies of the Core Strategy.
- I.2. The DALP will set out the planning policies and land allocations to guide decisions on the location, scale and type of development and changes in the way land and buildings are used. The Revised Core Strategy will update the appropriate Core Strategy policies in line with the current evidence base. The other Core Strategy policies will be retained and are not subject to consultation.

Why are we preparing this Document?

- I.3. It is essential that the Council continues to have an up-to-date statutory development plan in order to provide for the proper planning of the area.
- I.4. The current Halton Local Plan Core Strategy was adopted in 2013. Since the Plan was adopted there have been a number of changes that need to be addressed:
 - a. The introduction of the National Planning Policy Framework (NPPF)¹ in March 2012.²
 - b. The introduction of National Planning Policy Guidance (PPG) in March 2014.
 - c. The revocation of the Regional Strategy for the North West in May 2013.
 - d. New housing evidence from the Strategic Housing Market Assessment (SHMA) in January 2016³ for Mid-Mersey, commissioned jointly with St Helens and Warrington Councils.
 - e. Emerging housing and employment evidence from the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA).
 - f. Planning for the Right Homes in the Right Places (Consultation Proposals), Department of Communities & Local Government (Sept 2017)
- I.5. The housing numbers within the Halton Local Plan Core Strategy (the Core Strategy) were derived from the Regional Strategy for the North West (2003~2021). The National Planning Policy Framework (NPPF) makes it clear that the Local Plan should be based on an up to date, objective assessment of housing need across the local Housing Market Area. In September 2017, Government started consultation on a new, nationally consistent, methodology for calculating minimum housing requirements, however at the time of writing this was in draft and may be subject to change.⁴
- I.6. Experience from planning appeals and local plan examinations in other parts of the Country show that plans based on the old regional spatial strategies, or districts where there isn't enough land earmarked in plans to keep a positive five year supply, are often unable to protect

¹ CLG (2012) National Planning Policy Framework (<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)

² National Planning Policy Framework was published in March 2012 prior to adoption of the Core Strategy, but after Submission to the Secretary of State and after much of the Examination (at Main Modifications stage).

³ SHMA 2016 (GL Hearn) (www.halton.gov.uk)

⁴ www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals

their communities from housing proposals put forward by developers on sites which aren't allocated in a local plan and don't comply with plan policies. This means they haven't been compared against other possible sites and local people haven't had the opportunity to have a say, or worse, were considered and rejected for housing through a plan preparation process, so may not be the best sites in the best locations for new homes. The Council must make sure it retains the primacy of its development plan by moving forward with the DALP.

Purpose and format of the Halton Local Plan

- I.7. Once adopted, the Local Plan will provide a robust and up-to-date policy framework to guide future development within the Borough.
- I.8. Specifically, this Local Plan document and associated Adopted Policies Map will:
 - a. Replace the remaining saved policies of the Halton UDP (adopted April 2005).
 - b. Refresh and update, selected policies of the Core Strategy (adopted April 2013).
 - c. Include allocations of land for residential, employment, retail, leisure and other land uses.
 - d. Identify areas to be designated and protected for landscape, nature conservation, environmental and heritage reasons.
 - e. Provide policies to guide decision making in the development management process.
 - f. Replace the existing UDP Proposals Map

Public Consultation

- I.9. Therefore the purpose of this current consultation is to seek the views of interested parties on the proposed Delivery and Allocations Local Plan (DALP) and the Revised Core Strategy policies. These views will be used to finalise the Local Plan and to inform the identification of any further evidence requirements.
- I.10. You are also invited to draw the Council's attention to any matters which have not been identified, but you think should be, and explain to us why you think they should be included in this Plan. You know your local area really well and the Council wants to work with you to prepare a plan which reflects the changes that local communities want to see in their area.
- I.11. The consultation period for this Local Plan document runs from: **xxx to xxx 2017**. Only comments received during the consultation period will be considered. The Council asks that consultation responses are made online where possible (at www.halton.gov.uk/DALP), or via email on the Halton Local Plan Comments Form to forward.planning@halton.gov.uk, to save time, paper and money. Paper copies of the comments form can be found at the locations identified below or can be downloaded from the website and will of course be considered alongside the electronic submissions.
- I.12. You will find a copy of each of the relevant the documents online at www.halton.gov.uk/DALP. Or you can view a paper copy at the Halton Direct Links (HDLs) at either Runcorn Shopping City (formerly known as Halton Lea) or Granville Street in Runcorn or Brook Street in Widnes. Or you can view a paper copy at the Libraries at Runcorn Shopping City or at Granville Street in Runcorn; or at Kingsway or Ditton in Widnes.

Why should I get involved?

- I.13. Plans can only be truly successful if they are rooted in local knowledge and an appreciation of what residents want. Too much change, change that is too fast, or not listening to people's views will not deliver a good plan. Planning for too little growth is not an option either, as the plan needs to go through independent examination by a Government appointed planning inspector to make sure it is based on robust evidence and complies with national policy/guidance. Not everyone can get the outcome they want, but making sure your ideas or concerns are understood and considered helps make a plan better. Our focus is finding out what you think. This is a chance for you to have your say and help plan for the Borough for the next 20 years.

Structure of this Document

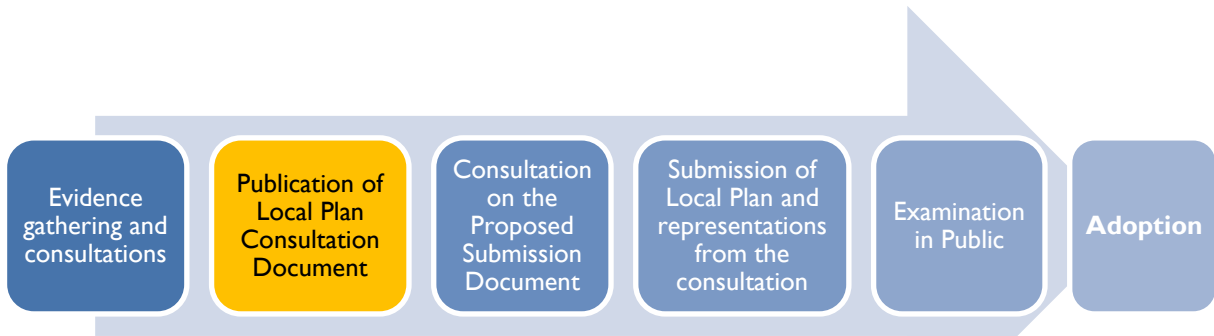
- I.14. The first four sections of this document set the scene, providing details of the policy context, the supporting documents and the evidence base. Part 1 (Sections 5 - 13) provide the Revised Core Strategy policies and Part 2 (Sections 14 - 21) set out the Delivery and Allocations policies, and Part 3 provides the policies for the Key Areas of Change and Site Allocations.
- I.15. The Local Plan Policies do not cover all areas: where principles for development are addressed by national policies, they are not repeated. Some areas of policy may be supported in future by Supplementary Planning Documents (SPDs), rather than further more detailed Local Plan Policies.
- I.16. All policies within this Local Plan should be read alongside national planning policies, the remaining policies of the Halton Core Strategy Local Plan, the Joint Waste Local Plan and guidance in SPDs.
- I.17. It is also important to note that this document should be read as a whole, as the policies are cross cutting and inter-relate. Decisions on development proposals will have regard to all relevant policies within this and other appropriate documents. The fact that a particular policy may specifically support or encourage a certain type of development does not alter this requirement.
- I.18. Site Allocations identify sites to be allocated for development, such as housing or employment. Designations identify land that should be safeguarded (for example open space or transport infrastructure) or where specific policies apply (for example local centres). Designations relate to Core Strategy or Delivery and Allocations policies. These allocations and designations are to be shown on the accompanying draft Policies Map.

Next Steps

- I.19. At the close of this consultation all comments will be recorded and will be considered by officers, a report of the consultation will be prepared and made available online (at www.halton.gov.uk).
- I.20. Preparation of the DALP must follow a number of stages to ensure that local people and other stakeholders are fully engaged in the process, and that its contents are based on robust evidence, testing of alternatives and then external examination by an Inspector. These stages of work are summarised in Figure 1. It is expected that the DALP would be adopted by the

Council in 2019 however due to the complex nature of the work; the programme is kept under regular review.

Consultation Draft

Figure 1: Stages of work in preparing a Local Plan for Halton

- 1.21. To be kept informed of work on the Local Plan please see the Latest Planning Updates page on our website (www4.halton.gov.uk/Pages/planning/policyguidance/Planning-Policies.aspx) or contact the Planning Policy Team at forward.planning@halton.gov.uk, or 0151 511 6458 , or Halton Borough Council, Municipal Building, Kingsway, Widnes, WA8 7QF.

2. Policy Framework

- 2.1. The Delivery and Allocations Local Plan (DALP) will consider how development issues are covered by existing Halton planning documents, how this fits in with the Government's national policy and guidance and where there are opportunities to update existing planning policies to help us achieve sustainable development.

National Context

- 2.2. National planning policies are set out in the form of the National Planning Policy Framework (NPPF)⁵. The NPPF establishes high-level planning principles for England and requirements for the planning system, covering the full range of land use topics from sustainable development, to the historic environment to flood risk. The only exceptions to this, being national planning policy for Gypsies, Travellers and Travelling Showpeople which has its own standalone advice⁶, and national planning policy for waste⁷.
- 2.3. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as central to plan-making and decision-taking. The NPPF states that all plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally. The NPPF states that for plan-making this means that Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. Government considers that sustainable development is about positive growth, making economic, environmental and social progress for this and future generations.
- 2.4. Local Planning Authorities are encouraged not to repeat national guidance in their plans. Where sufficient guidance exists and there are no additional local issues to be addressed, there is no need to set policy at the local level.
- 2.5. Appendix A sets out the specific requirements detailed in the NPPF which need to be addressed through the Local Plan. Requirements from the Planning Policy for Traveller Sites statement are also included.
- 2.6. National Planning Practice Guidance (PPG)⁸ was issued by the department for Community and Local Government (CLG) in March 2014, it replaces much of the guidance that was previously available in the form of practice guides and Planning Policy Statements. It is an evolving guidance document and as such it will be reviewed regularly and updated as needed, this will be taken in to consideration when drafting policies in this document.
- 2.7. It should be noted that neither the NPPF nor the PPG change the statutory status of the development plan as the starting point for decision making. Planning law requires that

⁵ CLG (2012) National Planning Policy Framework (<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)

⁶ CLG (2012) Planning policy for traveller sites (<https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>)

⁷ CLG (2014) National Planning Policy for Waste (<https://www.gov.uk/government/publications/national-planning-policy-for-waste>)

⁸ CLG (2014 and ongoing) National Planning Practice Guidance (<http://planningguidance.planningportal.gov.uk/>)

applications for planning permission must be determined in accordance with the development plan, notably this Local Plan, unless material considerations indicate otherwise.

- 2.8. There are also Acts and Regulations which can influence the production of Local Plans in terms of the procedures followed to produce the Plan and the contents of the Policies. The Housing and Planning Act for example which introduces 'Starter Homes' and 'Permission in Principle', or the Town and Country Planning Regulations which set out the process for the preparation of a Local Plan.
- 2.9. Also in relation to national policies Halton has a greater than average proportion of social renting, this means that the Borough may be disproportionately affected by any Government changes to welfare and housing policy, particularly those affecting Registered Providers.

Local Context

- 2.10. This document will review and may replace some of the planning policies contained in the Halton Core Strategy Local Plan⁹ and will complement the policies of the Joint Merseyside and Halton Waste Local Plan (Joint Waste Local Plan)¹⁰.
- 2.11. It is envisaged that the Spatial Vision and Strategic Objectives as set out in the Core Strategy adopted in April 2013 will remain. Similarly, it is envisaged that the broad development strategy, broad development locations and regeneration priorities will carry over from the Core Strategy (though certain policies may be amended to take account of the latest evidence base).
- 2.12. The Joint Waste Local Plan will continue to set out the planning strategy for sustainable waste management to 2025; it was adopted in July 2013. The six Councils of Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral prepared the Waste Local Plan for the purpose of enabling the adequate provision of waste management facilities (including disposal) in appropriate locations for municipal, commercial and industrial, construction, demolition and excavation, and hazardous wastes.
- 2.13. Together the DALP, the Core Strategy Local Plan and the Joint Merseyside and Halton Waste Local Plan will make up the Development Plan for Halton.
- 2.14. The Halton Unitary Development Plan (UDP) was adopted by Halton Borough Council in 2005 and currently sits alongside the Halton Core Strategy Local Plan and the Joint Waste Local Plan as part of the statutory development plan for the Borough. The UDP was adopted under the transitional arrangements in the Planning and Compulsory Purchase Act 2004. These arrangements allowed policies to be adopted for an initial three year period from adoption, after which time they would lapse unless separate approval was given by the Secretary of State to 'save' them beyond this initial period. Halton applied to the Secretary of State and received permission to save the vast majority of policies for a further (indeterminate) period, although six were not saved and no longer apply. The Core Strategy upon adoption also deleted a

⁹ HBC (2013) Halton Core Strategy Local Plan
(<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/CoreStrategy.pdf>)

¹⁰ MEAS (2014) Joint Merseyside and Halton Waste Local Plan
(<http://www4.halton.gov.uk/Pages/planning/policyguidance/Waste-Plan.aspx>)

number of UDP policies and the Joint Waste Local Plan additionally deleted a range of policies. The DALP is intended to replace or delete the remaining UDP policies in their entirety.

- 2.15. A Proposals Map was also adopted alongside the UDP and partially altered by Joint Waste Plan and Core Strategy policy CSI I. The DALP will replace the Proposals Map with a 'Policies Map'. This will illustrate the site allocations and designations made through the DALP and the Joint Merseyside and Halton Waste Local Plan.
- 2.16. A policy analysis of the Core Strategy and the UDP has been undertaken in Appendix C to show how the saved UDP policies are going to be taken forward by the DALP.
- 2.17. The DALP will continue to have a close relationship with Halton's Sustainable Community Strategy,¹¹ which outlines the long-term vision to achieve sustainable improvement in Halton; the Halton Local Transport Plan 3¹² and the Liverpool City Region Transport Plan for Growth¹³ which aims to provide a good quality transport system; the Borough's Economic Regeneration Strategies, which support the economic performance of the Borough; Halton's Housing Strategy, ensuring that Halton offers a broad range of good quality housing which meets the needs of existing and future communities; and Halton's Health and Wellbeing Strategy 2013-16, which aims to improve the health and wellbeing of Halton people so they live longer, healthier and happier lives.

Devolution Agreement

- 2.18. The Government signed a Devolution Agreement with Halton, the five Merseyside Authorities and the Liverpool City Region Local Enterprise Partnership that devolves specific powers to the new office of Mayor. These powers include defined strategic planning functions, including the production of a Single Statutory Strategic Framework for the City Region.
- 2.19. There are overlaps between the Spatial Policies of the Halton Core Strategy Local Plan, including policies proposed to be encompassed in the revised scope of the DALP and the proposed City Region Strategic Framework. The Devolution Agreement requires that the development of the Strategic Framework must not delay the preparation of Local Plans and as such, Halton proposes to proceed with the Delivery and Allocations Local Plan as set out in this consultation draft document whilst fully engaging with partner authorities to support and influence the delivery of the Spatial Framework.

¹¹ HBC (2010) Halton Sustainable Community Strategy 2011-2026
(http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/Sustainable_Community_Strategy.pdf)

¹² HBC (2011) Halton Local Transport Plan 3
(<http://www4.halton.gov.uk/Pages/councildemocracy/TransportPolicy.aspx>)

¹³ Liverpool City Region Combined Authority (2015) A Transport Plan for Growth
(<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf>)

3. Supporting Documents

- 3.1. The Delivery and Allocations Local Plan (DALP) is accompanied by a number of important supporting documents which perform a variety of roles. These documents are set out in more detail below:

Sustainability Appraisal

- 3.2. The DALP is required to be accompanied by a Sustainability Appraisal (SA). The purpose of this document is to consider all the likely significant effects of the Local Plan on various environmental, economic and social factors. In addition to this, if the Local Plan is likely to have a significant effect on the environment, the SA must also meet the legal requirements of the European Directive on Sustainable Environmental Assessment (SEA).
- 3.3. The SA process began with a Scoping Report in 2006 which was revised in 2009 for the Core Strategy Local Plan and again for the original DALP Scoping Document¹⁴. This document sets out the sustainability challenges the Borough faces, and the context in which this plan must be prepared.
- 3.4. This document which has been further updated to take account of the latest background information is accompanied by a draft Sustainability Appraisal that considers the likely significant effects of the sites and policies of the Local Plan and will be consulted upon alongside this document.

Infrastructure Plan

- 3.5. The Halton Infrastructure Plan is a key supporting document for the Local Plan, demonstrating deliverability. The Infrastructure Plan identifies what infrastructure is required, when it is needed, who is responsible for its provision and how it will be funded. It reflects and is intended to influence the investment plans of the local authority and other organisations. It is a 'living document' reviewed and updated as necessary to incorporate changes and add new infrastructure projects as appropriate. The Infrastructure Plan was originally produced to support the Core Strategy and was published in 2011. An update to the Infrastructure Plan was completed¹⁵ in 2014 and is available on the Council website (www.halton.gov.uk/DALP).
- 3.6. The DALP will have a strong, direct relationship with the Infrastructure Plan as it will identify site specific allocations. The infrastructure requirements of specific sites will be determined during the preparation of the DALP to ensure that there is appropriate infrastructure in the right location at the right time to meet the needs of development. Integral to this will be ongoing dialogue with infrastructure providers.

Habitats Regulations Assessment

- 3.7. Local Plans must also be subject to a Habitats Regulations Assessment (HRA). Under this the Council must ascertain; before it can be adopted, that the DALP will not adversely affect the

¹⁴ HBC (2014) Delivery and Allocations Local Plan SA Scoping Report (www4.halton.gov.uk/Pages/planning/policyguidance/DALP.aspx)

¹⁵ HBC (2014) Infrastructure Plan: 2014 Review (<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/dalp/InfrastructurePlan2014Review-FinalConsultationDocument.pdf>)

integrity of a site of European nature conservation importance, either alone or in combination with other plans and projects. The HRA of this DALP has started and will be consulted upon alongside this consultation document.

Health Impact Assessment

- 3.8. A Health Impact Assessment (HIA) will also support the DALP. Health has been identified as a key challenge for the Borough and despite significant improvements in health, Halton's socio-economic circumstances mean that the relative health status of the Borough is poor. The HIA process offers a systematic approach involving an evidence-based assessment of the potential health impacts that the Local Plan may have on health in the Borough. This may identify both negative and positive elements, recommendations for action and opportunities to maximise positive contributions. The HIA of the DALP has started and will be consulted upon alongside this consultation document.

Equality Impact Assessment

- 3.9. The DALP will also be assessed for its potential impact on equalities. The need for an Equality Impact Assessment (EqIA) to be undertaken stems from the duty placed on Public Authorities to eliminate unlawful discrimination in carrying out their function, and promoting equality of access and opportunity for all communities. Local Authorities are also specifically required to demonstrate compliance with the Equality Act¹⁶ and how they promote equality in all aspects of strategic decision making and service provision. The EqIA will assess the DALP for potential disproportionate impacts on Halton's diverse communities. The EqIA of this DALP Consultation Document has been drafted and will be consulted upon alongside this document.

Duty to Co-operate Statement

- 3.10. The Localism Act 2011¹⁷ introduced a 'Duty to Co-operate' on Local Planning Authorities in the preparation of Local Plans. Local Planning Authorities must demonstrate their wider co-operation in plan making with adjoining authorities and other organisations in relation to identified strategic matters.
- 3.11. The Duty to Co-operate Statement will demonstrate that Halton Borough Council has met these requirements with regards to the DALP. It will also be considered by an independent Inspector at the Examination stage, to determine whether the Duty has been legally complied with (i.e. the processes and procedures of plan making) and whether these arrangements have led to a sound plan.

Consultation Statement

- 3.12. The Town and Country Planning (Local Planning) (England) Regulations 2012 require the Council to show what community participation and stakeholder involvement it has undertaken in the preparation of its Local Plan and how this has informed and influenced the content of the document. The Council will produce a Consultation Statement to accompany the Local Plan as it progresses to set out how this requirement has been met.

¹⁶ HMSO (2010) Equality Act 2010 (www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga_20100015_en.pdf)

¹⁷ HM Gov (2011) Localism Act (www.legislation.gov.uk/ukpga/2011/20/contents/enacted)

4. Evidence Base

- 4.1. The Delivery and Allocations Local Plan (DALP) will be underpinned by a comprehensive evidence base. This evidence base has been, and will be, developed in response to issues and challenges faced by Halton. Certain evidence base documents are also required to be produced under national policy and regulations. The evidence base will be used to inform policy approaches within the Local Plan.
- 4.2. Some of the Borough's issues and challenges are shared with the Liverpool City Region (core authorities include Halton, Knowsley, Liverpool, St Helens, Wirral and Sefton), the Mid-Mersey housing area (Halton, St Helens and Warrington) and Cheshire (Cheshire East, Cheshire West and Chester, Halton and Warrington). As such a number of evidence base documents have been or will be developed in partnership with these authorities in order to provide a more complete and robust interpretation of issues, challenges and opportunities that are not necessarily bound by administrative boundaries.

Evidence Base Documents

- 4.3. The key pieces of Halton's existing evidence base which will be used to support the DALP are set out below (please note that other existing evidence base documents may also be used, where required, alongside these):
 - **Mid Mersey Strategic Housing Market Assessment** (GL Hearn and JGC, 2016): This has been commissioned with St Helens and Warrington Council's and provides an assessment of past, current and future trends in housing type and tenure, household size and housing need.
 - **Liverpool City Region Strategic Housing and Employment Land Market Assessment:** (GL Hearn) This study brings together the evidence base for both housing need and employment land need, taking into account the anticipated economic growth in the City Region over the next 25 years to provide a robust basis for Local Plan policies and allocations across the City Region.
 - **Joint Employment Land and Premises Study** (BE Group, 2010): The study assesses the quantity and quality of employment land in the Borough and recommends future allocations of employment land to maintain economic growth.
 - **Halton Retail Study** (England and Lyle, 2016): This study includes a capacity assessment to update the 2009 Study, and includes town centre health checks and further consideration of the hierarchy and town centre areas.
 - **Halton Landscape Character Assessment** (TEP, 2009): This identifies, describes and maps areas according to various landscape character types.
 - **Halton Open Space Study** (PMP and HBC, 2006). The study assesses existing and future needs for open space, sport and recreation in Halton and the current ability to meet these needs
 - **Playing Pitch Strategy** (HBC, work ongoing): This strategy is currently being prepared and will assess existing and future needs for playing pitch provision in Halton.
 - **Halton Strategic Flood Risk Assessment** (HBC, 2007): Provides a detailed assessment of the extent and nature of the risk of flooding and the implications for future development.
 - **Halton Level 2 Strategic Flood Risk Assessment** (JBA, 2011): Focuses on three primary watercourses and development areas in the Borough.

- **Liverpool City Region Renewable Energy Capacity Study** (Arup, 2010): This study identifies Energy Priority Zones for the delivery of low and zero carbon technologies.
 - **Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment** (ORS, 2014): In association with the Cheshire Partnership this document assesses accommodation and related service needs of Gypsies, Travellers and Travelling Showpeople.
 - **Liverpool City Region and Warrington Green Infrastructure Framework Draft** (Mersey Forest, 2013): This Framework provides information and new perspectives on green infrastructure across the seven local authorities.
 - **Liverpool City Region and Warrington Green Infrastructure Framework Action Plan** (Mersey Forest, 2013): This Plan identifies actions at a city region level that meet key priorities of the Green Infrastructure Framework.
 - **Listed Buildings in Halton:** This document details each of the buildings Listed in Halton (at the time of writing the document), including a map and an image of the property or structure.
 - **Widnes and Hale Green Belt Study** (HBC, work ongoing): This study reviews and assesses the Widnes and Hale Green Belt.
 - **Strategic Housing Land Availability Assessment** (annual update): This is the main mechanism to identify a deliverable and developable supply of sites in the Borough for housing.
 - **Halton Housing Land Availability Report** (annual update): This report provides data on land availability and take-up (build) rates for housing within Halton
 - **Halton Employment Land Availability Report** (annual update): This report provides data on land availability and take-up (build) rates for employment uses within Halton
 - **Borough Development Viability Study:** This study will assess the economic viability of development
 - **Liverpool City Region; Transport Plan for Growth** (LCR Combined Authority, 2015): This document brings together the previously separate Local Transport Plans (LTP3s) for Halton and Merseyside
 - **Halton Local List** (HBC, work ongoing): This document is currently being prepared and will identify the non-designated heritage assets in Halton.
 - **Liverpool City Region Ecological Network** (MEAS, 2015): This document comprises ecological and biodiversity information on the City Region's natural assets. It also identifies opportunities to enable better protection and management of those natural assets and at the same time, describes opportunities to create new natural assets.
- 4.4. A full list of the Evidence Base which supports Halton's planning policy framework can be found on the Council's website under the 'Planning Policy Evidence Base' page:
<http://www3.halton.gov.uk/Pages/planning/policyguidance/Evidence.aspx>

5. Part I: Core Strategy (Revised Policies)

5.1. Part I of this document provides a partial review of the Core Strategy policies. These policies have generally been revised due to updates to the evidence base that support the policies. Most notably documents such as the Mid-Mersey Strategic Housing Market Assessment (SHMA), the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) and the Halton Retail Study.

Revised Policies

5.2. The following policies from the original Core Strategy are to be revised:

- CS1: Halton's Spatial Strategy
- CS3: Housing Supply and Locational Priorities
- CS4: Employment Land Supply and Locational Priorities
- CS5: A Network of Centres
- CS6: Green Belt
- CS8: 3MG
- CS9: South Widnes
- CS10: West Runcorn
- CS11: East Runcorn
- CS13: Affordable Housing
- CS14: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople
- CS15: Sustainable Transport
- CS17: Liverpool John Lennon Airport

Retained Policies

5.3. A significant number of the Core Strategy Policies are to be retained. These policies have all been reviewed in light of the most up to date evidence and it has been determined that it is not appropriate to revise these policies. The policies to be retained are as follows:

- CS2: Presumption in Favour of Sustainable Development
- CS7: Infrastructure Provision
- CS12: Housing Mix
- CS16: The Mersey Gateway Project
- CS18: High Quality Design
- CS19: Sustainable Development and Climate Change
- CS20: Natural and Historic Environment
- CS21: Green infrastructure
- CS22: Health and Well-Being
- CS23: Managing Pollution and Risk
- CS24: Waste
- CS25: Minerals

6. CS(R) I: HALTON'S SPATIAL STRATEGY

- 6.1. The Spatial Strategy flows from the Vision for Halton¹⁸. It expresses how we will achieve what we want to deliver over the plan period, taking into consideration the existing physical and social environment of the Borough, and how we intend to meet the Strategic Objectives. The Spatial Strategy sets out how Halton will change over the coming years; where change will happen, when it will happen and how it will be delivered.

Policy CS(R) I: Halton's Spatial Strategy

1. To achieve the Vision for Halton to 2037, new development should deliver:
- At least **10,718** (net) additional dwellings (2014-2037)
 - Approximately **200ha** (gross) of land for employment purposes
 - About **9,293** sqm of town centre convenience/comparison goods retailing
 - About **5,112** sqm of retail warehousing

Specific principles to guide the location, timing and delivery of the above development are set out in policies CS(R)3, CS(R)4 and CS(R)5.

2. **Urban Regeneration and Key Areas of Change**

The Spatial Strategy for Halton is focused around a balanced mix of prioritised urban regeneration supported by appropriate levels of greenfield expansion. The strategy will largely be realised by the delivery of five “Key Areas of Change” across the Borough where the majority of new development will be located. The five areas are:

a) **Halebank and Ditton Corridor, Widnes**

To continue to build on the success of this area. By supporting and expanding the employment opportunities around the multi-modal freight facility and balancing this with growth to the local community.

b) **South Widnes**

Incorporating the town centre, West Bank and the waterfront area, supporting the revitalisation and regeneration of the area.

c) **West Runcorn**

Involving the regeneration of previously developed (brownfield) land within the existing urban area.

d) **East Runcorn**

Delivering greenfield expansion including the completion of the proposals for Runcorn New Town and further extension to the east of Runcorn.

This specific Key Area of Change includes the allocation of a Strategic Site encompassing Daresbury Science and Innovation Campus and Daresbury Park.

e) **North Widnes**

Delivering greenfield expansion and further extension to the urban area to the north of Widnes.

¹⁸ Halton Core Strategy, Section 3 www3.halton.gov.uk/Pages/planning/policyguidance/pdf/CoreStrategy.pdf

Specific proposals for these areas and the type and amount of development they will accommodate are set out in policies xx-xx.

3. Brownfield Focus (beneficial and efficient use of existing sites)

Outside of the Key Areas of Change, the re-use of previously developed land will be prioritised, notably where regenerating or bringing sites back into use will bring wider benefits to the Borough. Important green infrastructure within the urban area will be protected from detrimental development to ensure its value, both individually and as part of a network, is retained.

Justification

- 6.2. Informed by Halton's existing characteristics, issues and opportunities as detailed in Halton's Story of Place, the Spatial Strategy has been developed to focus future development on areas where there is an impetus or a need for change. A number of areas of the Borough such as industrial parts of Widnes and New Town areas in Runcorn have not benefitted from sufficient investment for a number of years and are now in need of renewal. Development over the plan period should focus on renewing Halton's urban landscape through the re-use of previously developed (brownfield) land, including derelict sites and those with a history of contamination particularly at South Widnes and West Runcorn. Specific policies deal with when this change will happen. By seeking wherever possible to concentrate development in brownfield regeneration areas, the roles of Runcorn and Widnes as important towns in the sub-region will be maintained and secured for the future. This will ensure that the Borough is able to meet the day-to-day needs of its current and future population by providing ample employment opportunities, a range of high quality services and facilities and a choice of homes.
- 6.3. Despite the priority to renew and improve the Borough's urban landscape through new development, it is apparent that not all future development can be delivered on brownfield land. Despite the Borough's strong record for bringing brownfield land back into use, much of the remaining previously developed land is highly constrained through contamination or other factors which affect development viability, reducing the amount of brownfield land which can realistically be brought back into beneficial use. At 2014, there were no further housing renewal programmes, such as that nearing completion at Castlefields (Runcorn), which are planned to take place within the lifetime of the Local Plan. In addition to the limitations on the re-use of brownfield land, development opportunities in the Borough are constrained (particularly in Widnes) by tightly defined Green Belt boundaries, limited scope for infilling, coupled with the Mersey Estuary dissecting the Borough. It follows that there are not a wide variety of strategic options available to accommodate future growth requirements. However, Halton must plan for the level of development needed to secure the future prosperity of the Borough and to ensure that the services, facilities and opportunities on offer serve Halton's population over the lifetime of the plan.

7. CS(R)3: HOUSING SUPPLY AND LOCATIONAL PRIORITIES

- 7.1. New homes must be provided to ensure an adequate supply of suitable housing for the Borough's existing communities and to accommodate projected growth in the Borough's population.

Policy CS(R)3: Housing Supply and Locational Priorities

1. During the period 2014 to 2037 provision will be made for the development of at least **10,718** net additional dwellings.
 - a. At an average of **466** dwellings each year.
 - b. With development continuing at an average of 466 net dwellings each year after 2037 unless superseded by a change in policy.
2. On sites of 10 or more dwellings, the mix of new property types delivered should contribute to addressing identified needs as quantified in the most up to date Strategic Housing Market Assessment, unless precluded by site specific constraints, economic viability or prevailing neighbourhood characteristics.
3. New homes will be delivered from a variety of sources:
 - i. Housing sites completed since 2014;
 - ii. Housing sites with planning permission, or currently under construction, for housing development;
 - iii. Housing Allocations (identified in Policy RDI);
 - iv. Identified housing opportunities within Key Areas of Change or Mixed Use Allocations;
 - v. Other sites identified in the Strategic Housing Land Availability Assessment (SHLAA); and
 - vi. Appropriate windfall development.

Maintaining a Five Year Supply

4. The Council will seek to maintain a 5 year supply of deliverable housing land across the Borough in accordance with Government guidance.

Brownfield Land

5. An average of at least 40% of new residential development should be delivered on previously developed (brownfield) land over the plan period.

Density

6. To ensure the efficient use of land, a minimum density on individual sites of 30 dwellings per hectare (dph) will be sought. In more accessible locations such as those close to town, district or local centres or transport interchanges the presumption will be for developments achieving densities of 40 dph or greater.
7. Where it can be demonstrated that development at such densities would be detrimental to

local character or amenity, or site constraints would prevent these densities from being achieved, then development may be permitted at a lower density.

Justification

Housing Market Area

- 7.2. The Housing Market Area (HMA) is a geographical area in which the majority of people, who move, will move within. It also reflects the functional relationships between where people live and work. The Mid-Mersey Strategic Housing Market Assessment (SHMA) 2016¹⁹ identified that the Mid-Mersey Housing Market Area remains the appropriate market area for Halton. This was also reconfirmed by the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) 2016²⁰.

Objectively Assessed Need

- 7.3. CLG's 'Planning for the right homes in the right places' consultation document seeks to create a standardised, simple methodology to calculate housing need for each local authority in a manner that is clear and transparent. CLG propose that the starting point should continue to be a demographic baseline, which is then modified to account for market signals (the price of homes). CLG suggest that the indicative assessment of housing need based on the standardised methodology for Halton, in the 10 year period 2016 to 2026, is 285 dwellings each year.
- 7.4. Objectively Assessed Need or OAN is the core output of the Strategic Housing Market Assessment (SHMA). A SHMA takes into consideration trend based population and household projections, migration projections, market signals, affordable housing needs and affordability. The Mid-Mersey SHMA 2016 identifies an objectively assessed need for Halton of 466 homes each year.
- 7.5. The Liverpool City Region SHELMA has updated some of the information and considerations of the Mid-Mersey SHMA. It sets out a demographic housing need of 254 dwellings based on the 2014 based Sub-National Population Projections, with an adjusted headship rate, to allow for a more positive household formation rate within specified age groups. It then goes onto consider the links between economic development and housing it suggests that there is an economic-led baseline housing requirement of 326 dwellings each year, this is based on Oxford Economics forecasts. The report then considers the potential economic growth scenario, this takes into account enhanced sector performance, planned and potential development and regeneration projects and assumes an increase in economic participation. The economic growth scenario would require a housing figure of 565 dwellings each year.

Mix of Housing

¹⁹ Mid-Mersey Strategic Housing Market Assessment (SHMA) 2016 (GL Hearn, 2016)

<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/MidMerseySHMA.pdf>

²⁰ Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) (GL Hearn, 2017)

7.6. The Mid-Mersey SHMA 2016 sets out the demographic need for different sizes of homes, identifying that the majority of market homes need to provide two or three bedrooms, with more than 50% of homes being three bedroomed. However, it is recognised that a range of factors including affordability pressures and market signals will continue to play an important role in the market demand for different sizes of homes.

Liverpool City Region

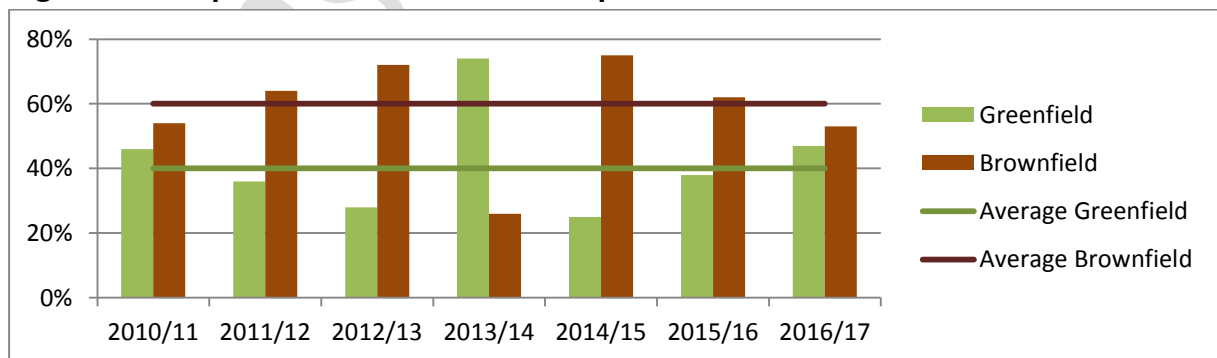
7.7. The Liverpool City Region SHELMA identifies the objectively assessed need for the City Region and identifies a need for between 1,691 and 2,393 dwellings in the Mid-Mersey Housing Market Area and between 3,584 and 3,869 dwellings in the Liverpool Housing Market Area. The Liverpool City Region intend to continue to work together to monitor the delivery of these homes.

Brownfield Land

7.8. To support urban renewal within Halton, maximise the sustainable use of existing infrastructure and minimise the need to release Green Belt land, priority will be given to the development of previously developed land in accordance with the target and principles set out in Policy CS(R)1. Halton has long worked in partnership with others, including the Homes and Communities Agency (and its predecessors) to pioneer new and innovative ways of tackling the Borough’s particular brownfield legacy.^{21,22}

7.9. The target of 40% of housing development to be delivered on previously developed (brownfield) land is retained from the Core Strategy and is below both the previous national minimum target and the proportion achieved in Halton over the period from 2010, as shown as in Figure 7.1 . However, of the housing expected to come forward during the plan period or being promoted through the Halton Local Plan, a high proportion is on greenfield sites. As such setting a higher target for brownfield development would not be realistic or achievable. Net dwelling change and the performance in delivering on previous developed land will continue to be monitored annually and will influence the allocation of sites in later Local Plans.

Figure 7.1: Proportion of residential developed on brownfield land



Density

²¹ HCA (2010) Halton Local Brownfield Strategy

²² Arup (2010) Greenfield: Brownfield Exchange Concept

- 7.10. The NPPF states that local authorities should set their own approach to housing density to reflect local circumstances. It is considered that the seeking of 30 dwellings per hectare as a minimum will aid in the efficient use of land, whilst allowing for an increased density around town, district or local centres or transport interchanges will help to promote redevelopment. Good design can increase density while protecting and enhancing the character of an area.
- 7.11. Lower density schemes will only be acceptable where the character or amenity of the locality would be clearly harmed or where site constraints, for example, ecological or heritage interest, ground conditions, contamination or access problems dictate a reduced developable area or capacity.

Maintaining a five year supply

- 7.12. NPPF requires local authorities to ensure that a rolling five year supply (+5%) of deliverable housing sites can be demonstrated. This is increased to 5 years +20% where there is evidence of a consistent under delivery. Halton's five year supply of housing land is detailed within the Strategic Housing Land Availability Assessment.

8. CS(R)4: EMPLOYMENT LAND SUPPLY

- 8.1. Employment land will be provided over the lifetime of the Local Plan to support Halton's economy and to offer business and industry a choice of sites so that differing requirements and locational needs can be met.

Policy CS(R)4: Employment Land Supply

1. To provide approximately 200ha of land for employment purposes over the period 2012 to 2037.
 - a. With an appropriate mix of sites provided to support:
 - i. The local economy, with a particular emphasis on logistics and distribution; science; advanced manufacturing and high tech industries; and
 - ii. The Liverpool City Region Economy.
 - b. New employment development will be provided on the following types of land:
 - i. Strategic Employment Locations (identified in Policy ED1);
 - ii. Employment Allocations (identified in Policy ED1);
 - iii. Land within Primarily Employment Areas and Employment Renewal Areas (identified on Policies Map);
 - iv. Identified employment opportunities within Key Areas of Change or Mixed Use Allocations;
 - v. Regeneration and remodelling opportunities within existing employment areas;
 - vi. Sites with planning permission, or sites that are currently under construction, for employment uses; and
 - vii. Other suitable sites.
2. In order to secure Halton's economic future sites in existing employment use, sites in Primarily Employment Areas and Employment Renewal Areas, and sites identified in this Local Plan as Strategic Employment Locations or Employment Allocations will be retained for employment uses unless an alternative use can be proven to be of greater benefit to the Borough than retaining the land for employment purposes.
 - a. Any proposals for non-employment uses should be accompanied by an examination of the wider employment land situation in the Borough, or in the case of strategic employment sites the City Region. Including:
 - i. Consideration of the overall supply of employment land in the Borough (amount type, quality, availability, size), and how the proposal would not limit the range available;
 - ii. The relative suitability and sustainability of the site for employment uses and evidence of the attempts made to let or sell the premises for a reasonable rate with no tenant or purchaser being found;
 - iii. The relative suitability and sustainability of the site for the proposed alternate use;
 - iv. The benefits and /or improvements that the alternate use would bring to the area;
 - v. The location of the site and its relationship to and compatibility with other uses; and

- vi. The need for the proposed use.

Justification

- 8.2. It is important to both protect existing employment sites and to make further provision for employment uses to secure and expand the Borough's economy in future years.
- 8.3. Strategic Employment Locations and Employment Allocations are identified in Policy ED1. These sites will provide a range of employment land suitable for a variety of business. Whilst Primarily Employment Areas are those areas of the Borough where employment is and will continue to be, the predominant land use in the area. These areas are all defined as such on the Policies Map.
- 8.4. There are a variety of existing employment areas across the Borough which cater for the differing needs of Halton's businesses and industries. The employment areas are spread around the Borough and are accessible to the people they employ and to the customers they supply.

Liverpool City Region

- 8.5. The Liverpool City Region LEP is projecting²³ as a baseline; continued jobs and GVA growth over the forecast period (2015 to 2040) for the Liverpool City Region. However, this will be at a slower pace than both the North West and the UK with employment forecast to grow by just under 37,000 (an annual pace of 0.2% and slower than the Regional average). This is largely due to relatively low levels of total economic activity concentrated in the fastest growing sectors such as professional, scientific, and technical activities; and information and communications. Growth is further restrained by relatively large shares of employment and economic activity in declining industries such as a manufacturing and in the public sector.
- 8.6. However, Liverpool City Region LEP provided Oxford Economics with a set of growth ambitions and targets, centred on a number of sectors that have been identified as having significant growth potential. In addition, local authorities provided details on growth plans for their respective areas. Oxford economics have modelled the cumulative impact of the sector focused targets of the LEP area and the regeneration plans of the individual local authorities. The LEP estimate these targets and plans would lead to a substantial increase in the rate of economic and job growth over the above, baseline scenario.
- 8.7. The Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) sets out the level of employment land likely to be required within the City Region. It identifies a jobs growth of 58,900 in the baseline scenario or 134,100 jobs in the growth scenario. Using these figures the SHELMA sets out a (net) need for between 160.1 ha to 232.5 ha for B1 Uses, and 139.8 ha to 154.8 ha for B2 Uses across the Liverpool City Region. The SHELMA has also considered past (gross) take up rates, this identified a need for 235.7 ha of B1 Uses, 437.3 ha of B2 Uses and 118.2 ha of Small Scale B8 Uses across the City Region.

²³ The Liverpool City Region LEP Economic Outlook (July 2016)

- 8.8. Within Halton the SHELMA highlights an employment jobs growth of 3,800 in the baseline scenario and 12,400 in the growth scenario. This is equated to 28.1 ha of B1 Uses and 20.9 ha of B2 Uses in the baseline scenario, 39.8 ha of B1 Uses and 21.1 ha of B2 Uses in the growth scenario and 63.0 ha of B1, 62.3ha of B2 and 26.2 ha of Small Scale B8 Uses based on the past completions trend. Giving a suggested requirement of between 87.1 ha and 151.5 ha of employment land, without incorporating the need for 'large scale' B8.
- 8.9. A 'large scale' warehouse is defined as an individual unit over 9,000 square metres or approximately 100,000 square feet, this being the standard recognised definition within the commercial property sector. The SHELMA identifies a need of between 308 ha and 397 ha of large scale B8 Uses across the City Region. The higher figure is based on the Transport for the North freight strategy²⁴, which sees the North and the City Region capture a greater share of demand nationally, and takes into account the potential arising from the expansion of the Port of Liverpool and wider SuperPort proposals and the potential opportunities that arise from HS2, Northern Powerhouse Rail (also known as HS3) and additional airport freight capacity.
- 8.10. The large scale B8 figure has not yet been disaggregated to local authority level within the SHELMA as it is considered that the market for large scale B8 Uses is sub-regional in nature and is typically supply driven. Pending the completion of additional work across the City Region on the disaggregation of the demand for large scale B8 sites, an allowance based on previous take-up of land for such units in Halton has been incorporated in the to the proposed land requirement total. An assessment of the supply of sites with potential suitability for large scale B8 employment in Halton identifies 63ha of land.

²⁴ Transport for the North, Northern Freight and Logistics Report (September 2016)
<http://www.transportforthenorth.com/wp-content/uploads/TfN-Freight-and-Logistics-Report.pdf>

9. CS(R)5: A NETWORK OF CENTRES

9.1. This policy sets out the retail hierarchy for the borough, reflecting the role and relationship of centres in the borough’s retail network. These defined centres form the focal point for services and facilities serving the surrounding population.

Policy CS(R)5: Halton’s Centres

1. The following hierarchy of centres will be maintained for retail and other main town centre uses (as defined in the NPPF) in order to provide access to a wide range of shops, employment and associated services for all sections of the community.

Designation	Role and Function	Location	
Town Centres	Principal focus for new and enhanced retail and other town centre activity within Halton	Widnes Halton Lea (including Runcorn Shopping City, Trident Retail Park, Asda and Lidl)	
District Centres	A focus for convenience, local and niche comparison and service retail and leisure uses	Runcorn Old Town	
Local Centres	Focus for local convenience and service retail and complementary community facilities.	Runcorn <ul style="list-style-type: none"> • Ascot Avenue • Beechwood • Brookvale • Castlefields • Grangeway • Greenway Road • Halton Brook • Halton Road • Halton Village • Langdale Road • Murdishaw • Palacefields • Picton Avenue • Preston Brook • Russell Road • Sutton Park • Windmill Hill 	Widnes <ul style="list-style-type: none"> • Alexander Drive • Bechers • Cronton Lane • Farnworth • Halebank • Hale Road • Halton View Road • Hough Green • Liverpool Road • Moorfield Road • Queens Avenue • Upton Rocks • Warrington Road • West Bank Hale <ul style="list-style-type: none"> • Ivy Farm Court

2. The development of new centres will be expected to consolidate and enhance the network and hierarchy of centres and not harm the vitality and viability of existing centres. New retail development of an appropriate scale to meet local need will be required in the following locations to serve the new residential and business populations at:

- a. Sandymoor
- b. Daresbury

c. South Widnes

Justification

- 9.2. Widnes Town Centre comprises the Green Oaks Centre, Albert Square and Widnes Shopping Park arranged off the pedestrianised core of Albert Road / Widnes Road extending to Asda (Simms Cross) and Broseley Square to the south. The pedestrianised shopping areas around Albert Road / Widnes Road predominantly accommodates small terraced units, the Green Oaks Centre is an enclosed shopping centre, whilst the Widnes Shopping Park development include larger retail units.
- 9.3. Halton Lea was designed as part of Runcorn New Town to be a self-contained town centre for Runcorn. The main centre was one of the earliest covered shopping malls in the UK, arranged around a central square with malls leading to four peripheral multi-storey car parks, each with a link bridge providing pedestrian access to the residential areas beyond. Additional retail developments have been added at Trident Retail Park (late 1990s), providing large floorplate accommodation for retail and leisure uses directly linked to the main mall and a stand-alone Asda superstore. Halton Lea now comprises Runcorn Shopping City, Trident Retail Park, Asda, and development on Edwards Road.
- 9.4. The development of Runcorn Old Town District Centre followed the commercial and industrial growth of Runcorn on the south bank of the Mersey, arising from the development of the Bridgewater Canal in the 1770's, the mainline railway, and the Manchester Ship Canal in the latter half of the 19th century. However, the creation of Runcorn New Town, the development of the Shopping City at Halton Lea and the building of the busway that cut through the centre led to a decline in Runcorn Town Centre. The centre has, over a number of years, been subject to a number of schemes and projects to increase its overall vitality and viability.
- 9.5. There is a network of local centres across the Borough that provide valuable local shopping and service provision. Shopping patterns have changed significantly over the years with people often now driving to local stores, sometimes as part of a linked trip, instead of walking. As such, centres not located on main roads or offering adequate parking are often put at a disadvantage. There are new Local Centres proposed at South Widnes, Sandymoor and Daresbury to support developments in these areas.
- 9.6. The Halton Retail Study (2017) identified the retail capacity for each of the three principal centres. The quantitative capacity for retail development is assessed based on the expenditure forecasts and the extent of trade retention within the catchment areas of each of the main centres. A constant market share approach has been adopted with capacity assessed for the forecast years 2019, 2024, 2029 and 2037 in both convenience and comparison goods (bulky and non-bulky). Table 9.1 below summarises the forecast capacity over the Plan Period, although the longer term forecasts should be treated with a degree of caution in view of the uncertainty in longer term economic forecasts.

Table 9.1 Retail Capacity Summary

Centre	Floorspace Capacity (sq m)			
	2019	2024	2029	2037
Convenience Goods				
Widnes	909	923	870	853
Halton Lea	547	577	537	543
Runcorn	33	36	32	33
Non-Bulky Comparison Goods				
Widnes	802	1,278	2,305	4,206
Runcorn	1,244	1,583	2,263	3,551
Bulky Comparison Goods				
Widnes	1,211	1,481	2,062	2,994
Runcorn	963	1,132	1,473	2,118

- 9.7. The Study highlights that there is limited identified capacity for further convenience goods floorspace in Widnes over the Plan period and, accordingly, there is no particular quantitative or qualitative need for Halton Borough Council to plan for new convenience goods floorspace. In addition, it is not considered that there is a need to pro-actively plan for further convenience goods floorspace in Halton Lea over the Plan period.
- 9.8. The Study also does not consider that there is any overriding requirement to plan for an increase in non-bulky comparison goods floorspace within Halton Lea and Runcorn Old Town over the Plan period. In Widnes, it highlights that the focus in the short to medium term should be on the delivery of Phase 2 of the Widnes Shopping Park, which provides an opportunity to further enhance the retail offer in a location that lies within the defined boundary of the town centre and offers potential to create additional linked trips with the wider town centre.

10. CS(R)6: GREEN BELT

- 10.1. The Council recognises the important role of the Green Belt in the Borough, particularly in preventing towns and settlements from merging into one another, safeguarding the countryside and concentrating development into its urban areas. The National Planning Policy Framework states that *'the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence'*.

Policy CS(R)6: Halton's Green Belt

1. A Green Belt is designated around the urban areas and new allocations of both Runcorn and Widnes.
2. The Green Belt boundary is defined on the Policies Map. Within the Green Belt, planning permission will not be granted for inappropriate development, except in very special circumstances, in accordance with national policy.

Justification

- 10.2. The Merseyside Green Belt was approved in 1983. Its key purposes were to channel development into the existing urban areas and assist urban regeneration of the urban core. Since its creation, the Merseyside Green Belt has not been reviewed at a sub-regional level, although minor changes have been approved in the constituent local authorities' individual Unitary Development Plans (UDPs).
- 10.3. The NPPF sets out the five purposes of the Green Belt these are:
- to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns merging into one another;
 - to assist in safeguarding the countryside from encroachment;
 - to preserve the setting and special character of historic towns; and
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 10.4 It goes on to state that 'Local Planning Authorities with Green Belts in their areas should establish Green Belt boundaries in their Local Plans'. The Green Belt in Halton has been very successful in containing the expansion of the urban areas and encouraging the re-use of brownfield land. However, the remaining supply of brownfield land is no longer sufficient to meet the development needs for Halton over the Plan period. This has led to the Council proposing the release of land from the Green Belt. The proposed Green Belt boundary for Halton is set out on the Policies Map, which accompanies this document.

11. CS(R)13: AFFORDABLE HOUSING

11.1. The delivery of affordable housing to meet current and future housing needs is a component of creating sustainable communities.

Policy CS(R)13: Affordable Housing

1. The Council will expect all residential schemes including ten or more dwellings (net gain), or 0.33ha or more in size, to provide 25% of the units as affordable housing units, in perpetuity, including not less than 10% being for affordable home ownership²⁵ (Shared Ownership or Starter Homes).

Affordable Homes

2. In relation to the provision of affordable homes the Council will:
 - a. Seek to secure 75% of new provision as social and affordable rented tenures and 25% intermediate housing tenures, across the Borough.
 - b. Require the affordable housing to be fully integrated into the development site so as to avoid the over concentration of affordable homes in any particular location and in order to achieve a seamless design.
 - c. Only reduce the affordable housing contribution where robust and credible evidence is provided to demonstrate that the affordable housing target would make the development unviable. This appraisal may then be reviewed by independent economic viability consultants. The applicant will be required to meet the full cost of this work.
 - d. Only accept off site provision or financial contributions in lieu of on-site provision in exceptional circumstances, where it can be proven to be that on site provision is unachievable or localised need does not necessitate affordable housing provision.

Starter Homes

3. In relation to the provision of Starter Homes the Council will:
 - a. Only reduce the Starter Homes provision where it can be demonstrated that the starter home requirement would render the site unviable.
 - b. Reductions / exceptions
 - c. Off sites provision / payment in lieu
4. Planning permission will be refused on development sites which are sub-divided into separate development parcels below the affordable housing or Starter Homes thresholds, unless the affordable housing provision is proportionate to that which would have been required on the site as a whole.

Justification

²⁵ In its White Paper 'Fixing Our Broken Housing Market' (para 4.17) of February 2017, Government indicated it intends to amend the National Planning Policy Framework early in 2018 to include this requirement.

- 11.2. The NPPF provides the definition of affordable housing (as used in this report). The following is taken from Annex 2 of NPPF.
- “Affordable housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:*
- *Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices;*
 - *Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.”*
- 11.3. Social rented housing is rented housing owned and managed by local authorities and registered providers of social housing, for which guideline target rents are determined through the national rent regime. Affordable rented housing is let by local authorities or private registered providers to households eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). Intermediate affordable housing is housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above, including shared equity products, other low cost homes for sale and intermediate rent.
- 11.4. The Mid-Mersey SHMA 2016 identifies a net affordable housing need of 119 units each year across Halton, with 58 each year in Widnes and 61 in Runcorn. It states that as both areas have similar income levels and hence affordability profiles the split between intermediate and social/affordable rented housing would not be expected to be much different and hence a need for around 25% intermediate housing is considered appropriate in both locations.
- 11.5. Taking into account the viability of residential development, the policy target for affordable housing contribution has been set at 25% of the total residential units, which will be applied to all qualifying residential developments, being those on sites capable of providing a net gain of 10 or more units or on 0.33 hectares or more. Affordable housing provision at a rate lower than the target range will only be acceptable where it is demonstrated through a financial appraisal that prevailing market conditions, abnormal physical on-site constraints resulting in extraordinary costs, or higher competing use value would render the development unviable when the affordable housing contribution is taken into account. This appraisal may then be reviewed by independent economic viability consultants. The applicant will be required to meet the full cost of this work. The Affordable Housing SPD has been prepared to detail the requirements of any viability appraisal and contains a suggested legal agreement for use where affordable units are to be delivered.
- 11.6. Off-site provision will only be considered appropriate in exceptional circumstances and is dependent on the suitability and availability of alternative sites. The off-site provision of affordable housing will only be acceptable if it can be proven that on-site provision would not be feasible or the identified localised need does not require the provision of affordable housing. The off-site location chosen must be on a site that is agreed with the Council as being in a suitable location, relative to the housing need to be met. Financial contributions instead of on-site provision may also be sought in exceptional circumstances.

- 11.7. A Starter Home as a new dwelling only available for purchase by qualifying first-time buyers and which is made available at price which is at least 20% less than its market value.
- 11.8. Where a developer seeks to negotiate a reduction in the provision of affordable homes or starter homes that would normally be expected to be provided on grounds of financial viability, the Council will require the developer to supply robust and credible evidence as to the financial viability of the development. This will normally take the form of an open book financial appraisal of the proposed development, demonstrating the full range of costs to be incurred by the development including fair market value the land, the financial return expected to be realised, and the profit expected to be released. The level of detail required in such an appraisal will always be proportionate to the scale and complexity of the development proposed. In cases where an independent assessment of the appraisal is required, the developer will be expected to pay for this.
- 11.9. In assessing the information supplied in a financial appraisal, the Council will always seek to ensure that its decision represents the appropriate balance between the desirability of securing delivery of the development, and that of providing in full for the standards set out in planning policy. The Council will endeavour to work with developers to identify ways in which their schemes can be made financially viable, including considering alternative models of delivery.

12. CS(R)14: MEETING THE NEEDS OF GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

- 12.1. Halton Borough Council is committed to ensuring that members of Gypsy, Traveller and Travelling Showpeople communities have access to decent and appropriate accommodation sufficient to meet their needs.

Policy CS(R)14: Gypsy & Travellers

1. Provision will be made for 25 pitches between 2013 and 2028, with development continuing at an average of 7 pitches in each five year period after 2028 unless superseded by a change in policy.

2013-2018	2018-2023	2023-2028	2028-2033*	2033-2038*
12	6	7	7	7

2. There is no identified need for plots for Travelling Showpeople.
3. In allocating sites and for the purposes of considering planning applications, all of the following criteria will need to be satisfied:
- The site is not affected by pollution, contamination, flooding or other environmental factors that would result in unacceptable living conditions.
 - The site is well designed and landscaped to give privacy between pitches/plots and, where appropriate, between the site and adjacent uses.
 - The site is well located in relation to the highway network with adequate vehicular and pedestrian access, and provision for parking and circulation.
 - The site is accessible to local services and facilities by walking and/or public transport.
 - The site can be supplied with essential services such as water, sewerage, drainage, and waste disposal.
 - With particular regard to sites for Travelling Showpeople, the development includes appropriate provision for the storage, maintenance and testing of equipment, where required, without creating unacceptable nuisance, or presenting a risk to the health and safety of those living on or near the site.
 - The proposal is not unacceptably detrimental to the amenity or character of the surrounding area.
 - The site would not lead to adverse effects on the integrity of the Mersey Estuary SPA and/or Ramsar site.
 - The site is not located within the Green Belt.
 - The potential occupants are recognised as gypsies, travellers or travelling showpeople.
 - The proposal helps meet the identified need.
4. The Council will continue to work with its partners to ensure appropriate provision for

Gypsies, Travellers and Travelling Showpeople's accommodation needs.

Justification

- 12.2. Gypsies and Travellers are defined by CLG in Planning Policy for Traveller Sites²⁶ as “Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.”
- 12.3. Travelling Showpeople are defined by CLG in Planning Policy for Traveller Sites as “members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above”.
- 12.4. Halton currently has two private Gypsy and Traveller sites located in Runcorn and three local authority sites, a long standing site in Widnes, and two newer sites in Runcorn. These sites provide a total of 50 permanent pitches and 10 transit pitches across the Borough. There are currently no plots for Travelling Showpeople.

	Permanent		Transit	Travelling Showpeople	Total
	Private	Council			
Runcorn	13	14	10	0	27
Widnes	0	23	0	0	23
Total	13	27	10	0	50

- 12.5. The Council is pro-active in addressing the welfare needs of the Gypsy, Traveller and Travelling Showpeople community and has worked with neighbouring authorities in Cheshire and Warrington to quantify the need for permanent and transit sites within the sub-region. The Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSA) 2014²⁷ indicates that Halton is likely to require 12 pitches during 2013 to 2018, 6 pitches between 2018 and 2023, and 7 pitches between 2023 and 2028, giving a total of 25 pitches over the period 2013 to 2028. The GTTSA has assumed that the needs of residents currently on unauthorised sites, waiting lists or sites with temporary planning permission are addressed in the first five years. Need arising from household formation is apportioned over time.

²⁶ Planning Policy for traveller sites (CLG, 2015)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf

²⁷ Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSA) 2014 (ORS, 2014) <http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/CheshireGTAARreport.pdf>

- 12.6. A pitch is an area which is large enough for one household to occupy and typically contains enough space for one or two caravans, but can vary in size.
- 12.7. Planning Policy for Traveller Sites states that “*Traveller sites (temporary or permanent) in the Green Belt are inappropriate development*”.

Consultation Draft

13. CS(R)15: SUSTAINABLE TRANSPORT

- 13.1. This policy sets out the transport and traffic considerations that development proposals should address. The policy seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport.

Policy CS(R)15: Sustainable Transport

1. In order to encourage journeys to be made by sustainable modes of travel including walking, cycling and public transport, the Council and its partners will:
 - a. support a reduction in the need to travel by car;
 - b. encourage a choice of sustainable transport modes; and
 - c. ensure new developments are highly accessible by sustainable modes.
2. To support sustainable transport across the Borough:
 - a. Halton's existing Sustainable Transport Network will be protected;
 - b. Improvements to the existing Sustainable Transport Network will be supported; and
 - c. The introduction of new sustainable routes and facilities will be encouraged.
3. High trip generating developments will be expected to minimise the need to travel, particularly by private car and maximise the opportunities for the use of walking, cycling and public transport. The Council will expect them to be located where there is high public transport accessibility and good walking and cycling links.
4. Development proposals must be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Local Transport Plan, and Transport Plan for Growth.

Justification

- 13.2. Increasing the proportion journeys made by sustainable modes including walking, cycling and public transport is an important priority for Halton. Advantages of using sustainable transport are many and varied, from reducing the number of private vehicles on the road and hence cutting congestion and exhaust emissions, whilst improving air quality, enabling healthy lifestyles through walking and cycling to access to key services and facilities.
- 13.3. Further detail regarding the need to encourage travel by sustainable modes will be set out in the Connectivity section of this document and the proposed Transport and Accessibility SPD. These policies and the SPD will provide further guidance on accessibility; outline the requirements for Transport Assessments and Travel Plans; and, set car and cycle parking standards for various types of development.

14.CS(R)17: Expansion of Liverpool John Lennon Airport

14.1. Liverpool John Lennon Airport (LJLA) is located on the southern boundary of the local authority of Liverpool City Council adjacent to Halton Borough Council's western boundary.

Policy CS(R)17: Expansion of Liverpool John Lennon Airport

1. Development within the airport boundary falling within Halton Borough Council, as defined on the draft Policies Map, will only be permitted where it is for:
 - a) The purpose of the runway extension, including relocated perimeter access road,
 - b) Associated aircraft and operational site safety requirements
 - c) Proposals associated with the extension to the Speke Garston Coastal Reserve
2. Environmental and social impacts associated with the operation and expansion of LJLA must be addressed including measures to reduce or alleviate the impacts on:
 - a. Residents and other users, of any increases in noise, road traffic, air pollution or public safety risk;
 - b. the setting and local character of Hale Village;
 - c. the natural and built environment, including areas of international, national or local conservation, ecological and landscape value;
 - d. the risks associated with climate change; and,
 - e. the local and regional transport network

With respect to internationally important sites (particularly the Mersey Estuary Special Protection Area and Ramsar site) such measures will need to be sufficiently extensive to enable a conclusion of no adverse effect on integrity unless it can be demonstrated that there are both no alternatives and Imperative Reasons of Over-riding Public Interest.

3. The proposed extension to the runway at LJLA should incorporate localised screening and structural landscaping to the northern and eastern boundary to minimise any visual impacts on Hale Village and Speke, and must not adversely affect the operational integrity or safety of the airport. All boundary treatments should be compliant with policy.
4. A Health Impact Assessment (HIA) should be submitted alongside any planning application associated with the expansion of the airport within the airport boundary falling in Halton Borough Council. This should demonstrate that the potential impacts on health have been considered at the planning and design stage.

Justification

- 14.2. Liverpool John Lennon Airport (LJLA) is one of the UK's longest established operational Airports having been officially opened on 1st July 1933. The Airport is part of The Peel Group. LJLA is a significant driver of prosperity in the Liverpool City Region and the North West as a whole, bringing an estimated £175 million per annum in GVA and supporting 4,500 jobs in the region.
- 14.3. Figures from July 2016 showed that in June 2016 over 11% more passengers chose to fly through LJLA compared to June 2015 taking growth at Liverpool to 15% for the first six months of 2016 compared to the same period the previous year. As of July 2016, over 2.3m passengers have used the Airport in 2016, some 300,000 more than the same period last year, making Liverpool one of the UK's fastest growing airports. Passenger throughput is expected to increase by circa 38% from the 2015 base of 4.3m to 5.8m by 2020.
- 14.4. The draft Policies Map defines the operational area of the Airport within Halton Borough, which is removed from the Green Belt to help facilitate the longstanding aspiration to accommodate a runway extension and the Civil Aviation Authority requirements concerning runway end safety zones. Within this area, only development associated with the safe operation of the runway, wider airport safety matters or environmental improvements to the Speke Garston Nature Reserve will be supported.
- 14.5. Matters relating to development within LJLA's public safety Zone will be dealt with in accordance with national and local policy and guidance including the Government Circular: Control of Development in Airport Public Safety Zones²⁸ and the Planning for Risk SPD. The basic policy objective for the PSZ is that there should be no increase in the number of people living, working or congregating in the zone.

²⁸ Department for Transport (Dft) (2010) Circular 01/2010: Control of Development in airport Public Safety Zones

15. Part 2: Delivery and Allocations

- 15.1. Part 2 of this document sets out the policies for the Delivery and Allocations Local Plan. These policies will set out where different types of development will or will not be acceptable and will provide more detailed policies that will be used in the process of determining planning applications within the Borough.

Consultation Draft

16. Economic Development

Consultation Draft

EDI: Employment Allocations

16.1. The Council is committed to providing a range of employment sites for a variety of business uses. These sites need to be in sustainable locations, provide flexible opportunities, and offer attractive viable sites for business.

Policy EDI: Employment Allocations

1. The following Strategic Employment Locations, as detailed in the Section x: Site Allocations and identified on the Policies Map, will be allocated for employment purposes to support the Liverpool City Region economy:
 - SEL1: Daresbury Science and Innovations Campus, Runcorn (20ha)
 - SEL2: 3MG, Widnes (57ha)
 - SEL3: Widnes Waterfront, Widnes (27ha)
 - SEL4: West Runcorn / Inovyn, Runcorn (XXha)
2. The following Employment Allocations, as detailed in the Section x: Sites Allocations and identified on the Policies Map, will be allocated for employment purposes to deliver the employment land requirements set out Policy E1.

Table E2.1: Runcorn –[awaiting final collation]

Ref	Site	Status	Brownfield/ Greenfield	Size (Ha)	Uses

Table E2.2: Widnes and Hale –[awaiting final collation]

Ref	Site	Status	Brownfield/ Greenfield	Size (Ha)	Uses

Justification

16.2. Sustainable economic prosperity will depend on building on existing strengths, seizing new opportunities and helping businesses to grow locally. As such the Council considers it important to promote economic diversity within the local and sub-regional economy and ensure that there is sufficient flexibility to enable emerging growth sectors to prosper.

- 16.3. The locational benefits enjoyed by the authority associated with rail links, waterway, ports and the Airport alongside are recognised. Whilst the Borough is also well placed economically with a strong business base in a number of sectors, including Bioscience and Medical devices; Advanced Manufacturing; Chemicals and Pharmaceuticals; Logistics; and the Service Sector.
- 16.4. Sites were identified as potential allocations following the undertaking of a Site Assessment process. The methodology for the assessments and the proformas produced as part of the assessment are set out in the Site Assessment Report. This included an assessment of the suitability, availability, deliverability and sustainability of these sites, by considering the physical constraints on the site, the accessibility and connectivity amongst other information.

Daresbury Science and Innovations Campus, Runcorn

- 16.5. Sci Tech Daresbury has been selected by the Government as one of the UK's only two national Science and Innovation Campuses. Importantly it is the only Science and Innovation Campus in the north of England. Sci-Tech Daresbury is a high profile development bringing together high-tech businesses, universities, research organisations, and the business support and investor communities, to more effectively develop, and commercially exploit, the UK's world-class science base. Furthermore, the campus and surrounding land, including the adjacent site, has been established as an Enterprise Zone.
- 16.6. STFC, Langtree Group and Halton Borough Council have formed a public-private joint venture at Daresbury Science and Innovation Campus to build on the presence of the established laboratory to deliver further development on the site as one of the world's principal locations for scientific research, innovative technology development and entrepreneurial collaboration. The joint venture between the public and private sectors is expected to bring a significant number of jobs to the area during its lifetime, attracting further domestic and international positive inward investment in world class scientific research and innovation.

3MG, Widnes

- 16.7. The Mersey Multimodal Gateway (or 3MG as it is commonly known) is a logistic hub with direct access onto the West Coast Main Line and daily rail links to deep sea ports. It also has excellent connectivity to strategic road networks. It is regarded as a key asset and brand within the Liverpool City Region SuperPort Core Sector, with strong potential for growth and job creation. The Hub is split over two key sites and phases of development:
- 16.8. **Phase 1 3MG (East)** offering distribution space with bespoke multimodal logistics solutions. The site is operated by Stobart Group and currently provides 53,000sq.m of existing distribution and rail connected high bay warehousing. It has a fully operational intermodal terminal facility already handling over 120,000 TEU²⁹s per year.
- 16.9. **Phase 2 3MG (West)** has access to the West Coast Mainline, with a new link road and bridge providing dedicated access into the site from Speke Road and Knowsley Expressway. Part of the site at Newstead Road has outline planning permission to deliver 40,000sq.m of warehousing plus ancillary offices.

²⁹ TEUs or 'Twenty Foot Equivalent Units', are a standardised measurement for containerised freight.

Widnes Waterfront, Widnes

16.10. The Widnes Waterfront is a multi-million pound regeneration programme driving the transformation of around 150 hectares of former industrial land on the banks of the River Mersey. The revitalised Widnes Waterfront is now a commercial and leisure development site where high quality office accommodation sits alongside a successful leisure park in a stunning riverside setting.

West Runcorn / Rocksavage International, Runcorn

16.11. Taken together the Ports of Runcorn and Weston have the potential to make a significant contribution to the Liverpool City Region growth sector of Superport / Logistics. This is complemented by the Inovyn's Rocksavage International Campus having a unique global offer within the Liverpool City Region for advanced manufacturing and high demand energy users. The three major land holders and operators, Peel, Stobart and INEOS, are major businesses, who bring significant corporate strength and expertise to any future partnership working and delivery.

ED2: Employment Development

16.12. Employment development on allocated sites and existing employment sites is acceptable in principle, including expansion of existing businesses. However, the Council will require high quality development that does not have an unacceptable adverse impact.

Policy ED2: Employment Development

1. Within Primarily Employment Areas development within Use Classes B1, B2, and B8 uses will normally be acceptable.
2. Redevelopment and regeneration within existing employment areas and Employment Renewal Areas will generally be supported where they make a demonstrable improvement in the use of the site employment purpose, having regard to:
 - a. The quality and type of employment floorspace provided;
 - b. The quality, type, number and density of jobs to be accommodated; and
 - c. The environmental quality of the site.
3. Employment uses outside of Primarily Employment Areas, Employment Allocations or Strategic Employment Sites will be supported where they meet all of the requirements of Policy GR2: Amenity and they are considered to be of an appropriate scale and character for the area.
4. All proposals for new employment development, including extensions to existing properties, must:
 - a. Be compatible with existing and proposed surrounding uses;
 - b. Not have a significant adverse effect on the character and appearance of the locality in terms of its size, scale, materials, design and siting;
 - c. Be designed to allow for future flexibility for a range of uses, including future subdivision and/or amalgamation for a range of business accommodation;
 - d. Have an adequate access that would not create a traffic hazard or have an undue environmental impact;
 - e. Be served by public transport and provide pedestrian and cycle links to adjacent residential areas;
 - f. Design open storage areas to minimise visual intrusion;
 - g. Make adequate provision of space for on-site servicing and, where appropriate, waiting goods vehicles;
 - h. Provide adequate screening, if the layout and design cannot be amended in other way, to obscure or conceal any unsightly feature of the development;
 - i. Locate security fencing, where required, to the internal edge of any perimeter landscaping; and
 - j. Provide substantial peripheral landscaping where sites adjoin residential areas, open countryside or Green Belt areas.
5. The intensification of existing business floorspace within Town/District centres and employment areas will generally be supported.

6. Where development proposals come forward for employment generating uses obligations for training and recruitment of local people for both the end use and the supply chain will be negotiated.

Justification

16.13. Primarily Employment Areas are those areas of the Borough where employment is and will continue to be the predominant land use in the area. These areas are identified on the Policies Map.

16.14. There is a need to manage existing employment land and buildings within Halton. Upgrading employment land will provide an opportunity to improve the stock of employment premises in the Borough. Indeed improving the quality of the existing stock of the industrial and business estates is desirable if Halton is to be an attractive location for a diverse range of successful businesses and employers.

ED3: Complementary Services and Facilities within Employment Areas

16.15. Complementary services and facilities within Halton's employment areas can contribute towards the development and strengthening of Halton's economy.

Policy ED3: Complementary Services and Facilities within Employment Areas

1. Within Primarily Employment Areas, Strategic Employment Locations and Employment Allocations, appropriate small scale ancillary complementary services and facilities, which can be demonstrated to meet the needs of employees and complement existing businesses, will be supported provided that they do not impact on local employment or the local economy.
2. Where appropriate, residential development that forms an integral part of a mixed use development will be permitted within a Primarily Employment Area if it is located in or adjacent to a town or district centre.

Justification

16.16. Employment areas may on occasion benefit from the inclusion of other small scale ancillary complementary services and facilities, such as catering facilities, small scale convenience retail (up to 280 sqm net³⁰), Restaurants and Cafes, and Childcare Facilities. Small scale ancillary facilities that support business and industrial uses may be permitted where they enhance the overall attractiveness and sustainability of the employment area in which they are proposed to be sited. Such facilities should demonstrate that they primarily meet the needs of businesses and employees of Halton's employment areas and are of an appropriate scale and location.

16.17. In addition to small scale ancillary facilities, mixed use schemes which incorporate office, retail and residential development in higher density developments in or adjacent to the Borough's town and district centres can create attractive, vibrant and sustainable places.

³⁰ Consistent with provisions of the Sunday Trading Act 1994

17. Residential Development

Consultation Draft

RDI: Residential Development Allocations

17.1. One of the major functions of this document is to identify sites to accommodate the identified requirement for new housing. The Local Plan only intends to allocate sites which are likely to provide five dwellings or more since these will provide the bulk of the provision and involve more significant land use change than smaller sites.

Policy RDI: Residential Development Allocations

1. For the avoidance of doubt, the housing sites allocated in this plan are not granted Permission in Principle.
2. The following Strategic Residential Locations, as identified on the Policies Map, will be allocated for residential purposes to deliver the requirements set out in Policy CS(R)3:
 - SRL1: Delph Lane West, Daresbury, Runcorn (17ha) (350 dwellings)
 - SRL2: Central Housing Area, Daresbury, Runcorn (37ha) (600 dwellings)
 - SRL3: Wharford Farm, Runcorn (34ha) (300 dwellings)
 - SRL4: Sandymoor, Runcorn (70ha) (1,400 dwellings)
 - SRL5: Halton Lea, Runcorn (3ha) (800 dwellings)
 - SRL6: North Widnes, Widnes (xxha) (xxx dwellings)
 -
3. The following sites, as detailed on the Policies Map, will be allocated for residential development purposes to deliver the requirements set out in Policy CS(R)3.

Runcorn—[awaiting final collation]

Table RD.I Residential Development Allocations in Runcorn

Ref	Site	Status	Brownfield/ Greenfield	Remaining Capacity	Size	Total Capacity	Density

Widnes and Hale—[awaiting final collation]

Table RDI.2 Residential Development Allocations in Widnes and Hale

Ref	Site	Status	Brownfield/ Greenfield	Remaining Capacity	Size	Total Capacity	Density

Justification

- 17.2. The sites allocated in the Local Plan are intended to be wide ranging in their types, scale and distribution in order to cater for differing sections of the housing market and to allow for development that is appropriate to the locality.
- 17.3. Where a site does not have a current planning permission an indicative capacity has been provided based on assessment of a suitable density that takes into consideration the location and context of the site and any other uses that are proposed on the site.
- 17.4. It should be noted that whilst an allocation establishes the principle of a particular land use, sites will still have to be subject to a detailed planning application.. Planning applications on allocated sites will be assessed against the policies in this document, the saved development plan policies and other material planning considerations. It also needs to be recognised that planning applications can be made for sites not identified in this document and these will be assessed against the relevant policies of this document, the saved development plan policies and other material planning considerations. Any subsequent planning permissions granted on previously unidentified land are referred to as 'windfall' permissions.
- 17.5. These allocations include sites that are to be removed from the Green Belt as identified in Policy GB(TEMP).

Housing Land Supply–[awaiting final collation]

		Halton
A	Housing Requirement	10,718
B	Completions 2014/15-2016/17 (net)	1,675
C	No. of dwellings (net) on sites under construction (at 31/03/17)	841
D	No. of dwellings (net) on sites with Planning Permission (at 31/03/17)	1,499
E	10% non-delivery supplement to the existing planning permissions	150
F	Total dwellings needing to be Allocated (A-B-C-D+E)	6,853
	Allocations	

- 17.6. Past trends, and recent calculations based on the SHLAA, suggest that sites with a capacity of less than five dwellings could accommodate xxx dwellings over the Local Plan period to 2037.

Housing Trajectory–[awaiting final collation]

- 17.7. Figure x below, illustrates the expected rate of housing delivery through a housing trajectory for the plan period.

Monitoring

- 17.8. The Council accepts that there could be circumstances where development may not come forward entirely as anticipated. Therefore, the Local Plan has an in-built mechanism to monitor performance through the Authority Monitoring Report produced annually using performance indicators. Generally, the outcome of the monitoring process will inform whether specific

intervention actions should be pursued. If these actions fail to address under performance then other complementary plans and strategies should be reviewed.

Consultation Draft

RD2: Gypsy & Travellers (Allocations)

- 17.9. The provision of permanent residential pitches will address the long term residential needs of Gypsies and Traveller within the Borough. Policy CS14 highlights that the Council will work with its partners to ensure appropriate provision for Gypsies, Travellers and Travelling Showpeople's accommodation needs.

Policy RD2: Gypsy and Traveller Sites Allocations

1. The following sites will be allocated for Gypsies and Travellers Pitches to deliver the Core Strategy and GTAA requirements of 25 pitches and between 2013 and 2028.

Table RD2.1: Permanent Gypsy and Traveller Site Allocations

Ref	Site	Status	Pitches	Transit	Private / Council
	Warrington Road (extension)	Allocation	12	0	Council
	Windmill Street, Runcorn	Residential Consent	8	0	Private
	Bigfield Lodge, Runcorn	Residential Consent	11	0	Private

2. There will be a presumption against the loss of existing established, lawful residential sites for Gypsy and Traveller or Travelling Showpeople sites unless suitable replacement provision of equal or enhanced value are provided. Therefore the following sites will be retained for use as Gypsies and Travellers Pitches.

Runcorn

Table RD2.3: Gypsy and Traveller Sites in Runcorn

Ref	Site	Status	Permanent	Transit	Private / Council
	Canalside, Warrington Road	Authorised	12	0	Council
	Runcorn Transit Site	Authorised	2	12	Council
	Ivy House, Astmoor	Authorised	8	0	Private

Widnes and Hale

Table RD2.4: Gypsy and Traveller Sites in Widnes

Ref	Site	Status	Permanent	Transit	Private / Council
	Riverview, Widnes	Authorised.	23	0	Council

3. Should any further applications for Gypsy and Traveller or Travelling Showpeople accommodation come forward in the plan period they will be determined in accordance

with Policy CS(R)14.

4. Any application for the development of Gypsy and Traveller or Travelling Showpeople sites must be accompanied by substantial evidence that the intended occupiers meet the relevant definition set out in national policy, demonstrating that their livelihood is solely or primarily reliant on nomadic travelling to sustain it (for example, comprehensive business records, bank statements, tax returns etc.).

Justification

17.10. The Department of Communities and Local Government's Planning Policy for Traveller Sites states that '*Local planning authorities should set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring local planning authorities*'. It goes on to suggest that '*local planning authorities should ensure that Traveller sites are sustainable economically, socially and environmentally*'.

17.11. Following the publication of the Planning Policy for Traveller Sites the Council has undertaken a review of the need for Gypsy and Traveller accommodation in the Borough. A Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSAA) was therefore prepared on behalf of Cheshire East, Cheshire West, Halton Borough Council and Warrington Borough Council in January 2014. The following table breaks down the overall provision identified by the GTTSAA over 5 year periods up to 2028:

	2013-2018	2018-2023	2023-2028	Total
Pitch Provision ³¹	12	6	7	25

³¹ The GTTSAA has assumed that all unauthorised sites, waiting list needs and sites with temporary planning permissions are addressed in the first 5 years. Any supply from undeveloped sites is assumed to be developed in the first 5 years.

RD3: Dwelling Alterations, Extensions, Conversions and Replacement Dwellings

17.12. All development within Halton is required to be compliant with Core Strategy Policy CS18: High Quality Design, which aims to raise the quality of design in Halton. A significant proportion of planning applications received by the Council relate to dwelling extensions, alterations and residential conversions and although most of the proposals are small scale, their impact on the local area can be considerable, particularly cumulatively.

Policy RD3: Dwelling Alterations, Extensions, Conversions and Replacement Dwellings

1. Proposals for dwelling alterations, extensions, conversion and replacement dwellings outside the Green Belt will be supported where they:
 - a. Retain the character of the existing property, its setting and the surrounding residential area;
 - i. This will include consideration of the siting, scale, design, and materials to be used;
 - b. Will not have a significant adverse impact on the amenity and living conditions of occupants of neighbouring properties; this will include consideration of
 - i. The potential for overlooking and the preservation of appropriate privacy distances; and
 - ii. The loss of sunlight or daylight to neighbouring properties; and
 - iii. The dominance or overbearing nature of the extension.
 - c. Enhance, provide or maintain safe highway conditions for pedestrians, cyclists and motor vehicles;
 - d. Will not result in isolated residential development;
 - e. Provide, or retain, sufficient parking within the curtilage of the property, where applicable;
 - f. Provide, or retain, adequate storage for recycling, refuse and cycles;
 - g. Retain outside access to the rear of the property; and they
 - h. Provide, or retain, a reasonable private garden space.

Conversion

2. Residential conversions of existing residential buildings will be permitted where they meet all of the above criteria (1. a-h) and where it is demonstrated that the building to be converted is of a permanent and substantial construction; capable of being converted; and in the case of sub-division or intensification of the existing residential use:
 - i. they would not create or contribute to a harmful concentration of such uses; and
 - ii. it would not result in a loss of character.

Replacement Dwellings

3. Replacement dwellings will be supported where they meet all of the above criteria (1. a-h) and they will not result in unsustainable conditions as a result of over-development of the site, or the curtilage.

Change of Use

4. The conversion of buildings from non-residential to residential use will be supported where they meet all of the above criteria (1. a-g) and where it is demonstrated that:
 - a. The building is of a permanent and substantial construction capable of being converted; and that
 - b. It will provide a satisfactory residential environment.

Justification

- 17.13. Rather than moving house to gain extra space many people extend their existing property. Permitted development rights allow many extensions to be built without the need to apply for planning permission. However, there are still situations where planning permission is required and it is important that the design of the extension is appropriate.
- 17.14. Poorly conceived building extensions and alterations can have a detrimental impact upon an area and the amenity of nearby occupiers. In most instances, it will be appropriate for proposed works to retain and reflect the character and appearance of the existing building. Innovative design solutions will also be acceptable where they are of exceptional design quality and would complement, or enhance, rather than detract from the existing building. There will, however, also be instances where the existing building is architecturally unremarkable or poor. In such circumstances, it might be appropriate to significantly remodel the appearance of the building. The design approach adopted should draw on analysis of local character and distinctiveness undertaken in accordance with policies CS18 and SD1, and should consider any impact upon the wider street scene.
- 17.15. Any proposed extension should retain sufficient external private space to meet the continuing requirements of the building. These include the appropriate retention of usable amenity space, green infrastructure, off-street parking and storage provision.
- 17.16. Further information and detailed design guidance specifically in relation to householder applications can be found in the House Extensions Supplementary Planning Document.
- 17.17. In relation to sub-division or intensification of the existing residential use; harmful concentrations are likely to arise when issues commonly associated with these uses, cumulatively result in detrimental effects on the residential qualities and characteristics of an area. Harmful concentrations will also result where the choice of housing is reduced and no longer provides for the needs of different groups within the community. Assessments should consider the relative impacts at street, neighbourhood and ward levels.

RD4: Greenspace Provision for Residential Development

17.18. The provision of greenspace underpin people’s quality of life. The Council views such provision as being important to individual health and wellbeing, and to the promotion of sustainable communities.

Policy RD4: Greenspace Provision for Residential Development

1. All residential development that increase the demand for greenspace will be expected to make an appropriate contribution towards meeting this additional demand, having regard to the standards detailed in table RD4.1 below.

Table RD4.1: Greenspace for Residential Developments Standards

Typology	Description	Local Standard (m ² /person)
Amenity Greenspace	Opportunities for informal activities close to home or work or the enhancement of residential areas	10
Provision for Children and Young People	Areas designed for play and social interaction involving children and young people e.g. equipped play areas, skateboard areas / teenage shelters	2
Parks & Gardens	Accessible, high quality opportunities for informal recreation and community events	12.5
Natural & Semi Natural	Wildlife conservation, biodiversity & environmental education & awareness	27.5
Allotments & Community Gardens	Opportunities for people to grow their own produce as part of sustainable, healthy and socially inclusive living	0.9

2. The greenspace provided should:
 - a. Be easily accessible from all dwellings within the development;
 - b. Form an integral part of the layout of the development;
 - c. Be of a high standard, where the siting, orientation, size and layout make for a secure and usable space; and
 - d. Incorporate any natural features of the site, where appropriate.
3. Where greenspace is provided on-site the developer will be expected to provide an appropriate management scheme and to fund the maintenance of the open space for a period of 20 years.
4. Off-site provision or financial contributions will only be agreed where it can be demonstrated that there is no practical alternative. The provision of greenspace off site can be made either in kind or through financial contributions. If the developer provides enough greenspace to meet the full requirement on site or in kind then no financial contribution is required.

5. Standards for Outdoor Sports Facilities and Playing Pitches will be set out in the latest Playing Pitch Strategy, and will be taken into consideration when assessing development proposals for sport and recreation facilities. Developer contributions for Outdoor Sports Facilities and Playing Pitches will be informed by the emerging Playing Pitch Strategy.

Justification

- 17.19. The type, size and quality of parks and greenspaces, including allotments, play areas, school playing fields and private gardens, in the borough varies, but they have many benefits, including those associated with health, sport and recreation, children's play, culture, biodiversity and the public realm.
- 17.20. Where new residential development occurs it is important that sufficient open space provision is made in order that the scheme is acceptable. All new residential development will require provision of open space, this includes:
- i. Flats and maisonettes;
 - ii. Additional dwellings gained through the redevelopment of an existing housing area;
 - iii. Conversion of existing buildings;
 - iv. Independent dwellings for students or the elderly;
 - v. Permanent permissions for mobile homes; and
 - vi. Permanent permissions for Gypsy and Traveller sites.
- 17.21. Residential development that will not require open space contributions are defined as:
- i. Replacement of existing dwellings on a one for one basis;
 - ii. Extensions and annexes within the curtilage of a main property for a dependent relative;
 - iii. Temporary permissions for mobile homes; and
 - iv. Temporary permissions for Gypsy and Traveller sites.
- 17.22. Open space calculations are made in scale with the proposed development and based upon the anticipated population of that development. It is therefore necessary to find out the total number of people generated by the proposal. In order to be consistent, the following population assumptions are used for different sized dwellings:
- i. 1 Bedroom Dwelling – 2 people
 - ii. 2 Bedroom Dwelling – 3 people
 - iii. 3 Bedroom Dwelling – 4 people
 - iv. 4+ Bedroom Dwelling – 5 people
 - v. Gypsy & Traveller Pitch – 3 people
 - vi. Travelling Showpeople Plot – 3 people
- 17.23. The provision of attractive and functional open space has an important role to play in ensuring a satisfactory housing estate design. It is vital that it should be considered as an integral element of the overall residential layout. The type, location and amount of areas of open space must be one of the starting points in drawing up the design of a new development. However, it should be noted that not all residential development will create a need for all types of open space and the type and amount will be guided by site specific circumstances.

- 17.24. Where open space is provided it will normally be subject to a legal agreement that requires the approval of a management scheme, which identifies the future means of maintaining and managing the site for a period of at least 20 years.
- 17.25. High quality playspace is important for children of all age groups, so that they may have opportunities for play, for social interaction and physical activity. It is recommended that any playspace is located within easy walking distance from the residential development, along an appropriately safe footpath. It is also recommended that the playspace is overlooked by dwellings to provide informal supervision and that is located away from other noise sensitive uses. Playspaces should not normally be located near to uses such as railways, main roads or water features.
- 17.26. Where on-site, or appropriate off-site, provision of open space is not possible, then financial contributions will be used to mitigate against a lack of on-site provision. The scale of the contribution will be calculated using a formula that takes into account the size of the development, the type of dwellings and the cost of providing (or enhancing) and maintaining open space and the existence, or otherwise, of deficiencies in existing provision.
- 17.27. Any financial contribution to be paid by the developer towards the provision or enhancement of open space will be the subject of a legal agreement specifying the amount of contribution, when it should be paid and how it will be spent.
- 17.28. Where an application is received in outline and subsequently granted permission, the size and type of the proposed development is not known. The Council's position on the requirement of open space will be reserved through a clause in a legal agreement, so that when a detailed application is made, the population of the development can be estimated. In this instance an outline permission will state the maximum number of dwellings, and the clause will state all the other known variables.
- 17.29. In some cases, a contribution to secure improvements in existing open space, rather than provision of new open space, will be appropriate. This is likely to involve improvements to existing public open space in proximity to developments where it is not practicable to provide adequate open space on site.

RD5: Specialist Housing

17.30. A compassionate, strong and sustainable community responds to the needs of all residents, including those who are considered to be most vulnerable. Vulnerability can be a temporary or permanent condition or state, and the needs of older people and vulnerable people should be addressed in a number of ways, depending on individual circumstances. It is also recognised that services which provide community care have changed significantly over the past decade, with an increasing number of residents now receiving intensive support in their own home.

17.31. It is important therefore that the local residents of Halton have access to housing that meets their specific needs. This may include specialist residential accommodation, comprising extra care and supported accommodation, as well as residential facilities for mental health, learning disabilities, dementia, physical and sensory impairment, and drugs and alcohol dependency.

Policy RD5: Specialist Housing

1. The internal environment of all new dwellings must be high quality and flexible to meet the changing needs of residents. To achieve this all new dwellings should provide convenient, useable and effective room layouts.
2. Residential developments of more than 50 dwellings will be encouraged to include bungalows and / or adaptable housing within their schemes.
3. Where there is evidence of an identified unmet need in the local area and the location is appropriate in terms of access to facilities, services and public transport, large scale major residential developments³² should incorporate specially designed housing or specialist accommodation to meet the needs of older people and people with support needs.
4. Development proposals for specialist residential accommodation, including new build and extensions, will be considered acceptable where each of the following criteria are addressed and it is demonstrated to the satisfaction of the Council that:
 - i. there is a clearly identified need in Halton; and
 - ii. there is no existing capacity; and
 - iii. it will not lead to an over concentration of similar uses that would be detrimental to the character of a residential area, residential amenity or will impact on the capacity of public services e.g. health and social care; and
 - iv. it is accessible to public transport, shops, services, community facilities, public open space and social networks appropriate to the needs of the intended occupiers; and
 - v. reasonable private open space is provided; and
 - vi. parking arrangements reflect the needs of residents, with adequate space also available for staff parking and servicing;

³² A large scale major residential development is one where the number of residential units to be constructed is 200 or more, or where the number of residential units proposed to be constructed is not given in the application, a site area of 4 hectares or more.

and where the development provides for those who may have mobility impairments,
vii. the site provides for level access and wheelchair accessibility or adaptability;

additionally consideration will also be given to:

- viii. proximity and access to health and social care facilities;
- ix. the noise sensitivity of the development; and
- x. safety, or perceived safety, within the area.

5. Affordable housing provision in line with Policy H3 will still be required where the proposal for specialist accommodation provides self-contained dwellings.
6. Proposals for development that would result in the loss of special needs housing will only be granted permission where it can be demonstrated that there is no longer an established local need for this type of accommodation or adequate replacement accommodation will be provided.

Justification

- 17.32. For homes to be sustainable, they need to be capable of adaptation to meet the changing lifestyle needs of residents during different stages of their life, including families with young children through to older people, as well as those with temporary or permanent disabilities.
- 17.33. Households do not always want, nor are they always able, to move home as their circumstances change. New dwellings should be flexible over the lifetime of the building, for example providing the flexibility and potential for rooms in a home to be used in a variety of ways without altering the building fabric. In addition, flexibly designed homes that have space to respond to occupiers changing physical and social requirements over their lifetimes can have the knock-on benefit of creating more balanced and stable neighbourhoods.
- 17.34. Increasingly, social care policy now seeks to enhance the level of support available for older people, the vulnerable and those with disabilities, allowing them to remain in their own homes or live as independently as possible, rather than in residential care homes. It is the Council's policy to focus on promoting improvements to the existing facilities, as well as to support increased care within people's homes.
- 17.35. Specific forms of housing may also be needed to meet increased demand from an ageing population. The National Planning Policy Framework defines older people as "People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs." .
- 17.36. Bungalows are often identified as well suited to meeting the needs of older people and retirement communities could be encouraged.
- 17.37. Specialist residential accommodation includes the following uses:

- i. Sheltered housing - commonly self-contained homes with a manager or warden provided on site but with no, or limited on-site care and support (usually within Use Class C3);
- ii. Enhanced Sheltered Housing - commonly self-contained homes with a manager or warden provided on site, at least one meal provided each day and potential additional shared facilities.
- iii. Residential care homes - non-self-contained bedsit rooms with shared lounges and eating arrangements with on-site residential care (within Use Class C2);
- iv. Nursing homes - accommodating ill or frail elderly people in non-self-contained bedsit rooms with on-site nursing care and support (Use Class C2);
- v. Extra-care homes - commonly a mix of non-self-contained bedsit rooms and self-contained homes providing independent living alongside on site care and support (usually a mix of Use Class C2 and C3);
- vi. Supported Living - Shared homes occupied by no more than 6 people with an element of on-site care and support (usually in Use Class C3);
- vii. Residential colleges and training centres (e.g. student housing) (usually in Use Class C2); and
- viii. Hostels for a number of households or individuals. The occupiers are usually linked in terms of circumstances or age group. There is usually a common management regime and some shared facilities and an element of care and support on site.

17.38. The need for extra care or supported housing in Halton is particularly pronounced because of low levels of existing provision. This level of need is anticipated to grow over the plan period given the Borough's ageing population. The Halton Housing Strategy indicates that there is a need to increase the supply of housing for older people and vulnerable people.

17.39. Sites should be well located in order to provide good access to public transport, health, leisure and other facilities.

17.40. The Council will actively seek to discourage an overprovision of residential care homes that exceed identified local demand.

17.41. The National Planning Policy Framework defines people with a disability as those who "have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs".

17.42. Any proposal for specialist accommodation must demonstrate that the new development reflects the local character and meets the specific requirements of prospective inhabitants. The needs of prospective inhabitants should be set out in the submitted planning application. Design, access and location in relation to services and facilities are of particular importance, but the weight to be accorded to each criterion will depend upon the precise nature of the proposals.

RD6: Primarily Residential Areas

17.43. Primarily Residential Areas are those areas primarily consisting of residential development.

Policy RD6: Primarily Residential Areas

1. Within the Primarily Residential Areas, as shown on the Policies Map, residential development of an appropriate design, scale, type, location and nature; that recognises, reinforces and / or improves the distinctiveness and character of the area; and that is in line with other relevant local plan policies and SPDs; will be supported.
2. Housing renewal and redevelopment will generally be supported in areas identified as requiring regeneration; to replace unpopular housing stock and to address any imbalances in the housing offer.
3. Within the Primarily Residential Areas, proposals for non-residential uses will be considered with regard to their effect on amenity and the concentration of non-residential development.

Justification

17.44. The purpose of this policy is to ensure that development in Primarily Residential Areas protects the residential character and the living conditions of the residents in those areas.

17.45. Whilst the Local Plan includes housing growth, it also needs to support investment in the renewal and replacement of the existing housing stock.

RD7: Custom and Self Build Housing

17.46. This policy will play an important part in securing appropriate serviced plots for those who want to provide or build their own home.

Policy RD7: Custom and Self Build Housing

1. To support those who wish to provide or build their own home, residential developments of more than 20 dwellings will be required to provide serviced plots for the provision of dwellings on the following basis:
 - a) Offer at least 5% of total plots (rounded up to whole plot numbers) as serviced plots of a size to accommodate one dwelling for those who may wish to provide or build their own home.
 - b) Serviced plots should be spaced throughout the development and must not be provided adjacent to each other to achieve a mixed character in the layout of the development.
 - c) Plots shall have legal access to a public highway.
 - d) Plots must be available and marketed for at least 12 months. After 12 months, if a plot has not sold, the plot may either remain on the open market as a serviced plot or be offered to a Housing Association at a fair value, before being built out by the developer.
2. The Council may seek developments of more than 10 custom build dwellings in a single site location to be developed in accordance with an agreed design code.
3. Proposals for Custom and Self Build homes within Primarily Residential Areas which demonstrate that they will extend the range of housing available in the Borough will be supported subject to other Plan policies.
4. Prospective residents of serviced plots must seek planning permission for their proposed dwelling, the proposal must:
 - a) Be completed within three years, and appropriate conditions will be imposed;
 - b) Have a layout that respects and protects the amenity of surrounding properties;
 - c) Sensitively select boundary treatments and planting schemes appropriate to the area;
 - d) Safeguard the amenity of the area, permitted development rights may be removed to ensure this occurs; and
 - e) Be capable of meeting the current building regulations for all year around residential occupation.

Justification

17.47. The Council recognises the benefits in Custom and Self Build housing including supporting a more resilient supply of housing from a diversity of sources.

17.48. For the purposes of planning policy, Custom and Self Build dwellings share the same definition and the terms are used interchangeably. **Custom and Self Build dwellings** are homes that have been built by:

- i. *Individuals,*
- ii. *associations of individuals, or*
- iii. *persons working with, or for, individuals or associations of individuals, of houses to be occupied as homes by those individuals.*

But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.

17.49. Custom Build is where a person commissions a specialist developer to help to deliver their own home, while Self Build is where a person is more directly involved in organising and constructing their home. Both routes require significant input from the home owner in the design process of the dwelling.

17.50. Where Self Build plots are not proposed to be serviced for sale, the Council will need to be satisfied that legal access and servicing will be possible for potential plot purchasers, before planning permission is granted.

17.51. When granting planning permission, the Council will consider including planning conditions to ensure that appropriate mechanisms (e.g. an agreed marketing strategy) are put in place to ensure plots are advertised for sale for an appropriate period, price and in an appropriate fashion (e.g. local advertisements, marketing boards and targeted marketing to potential self builders).

18. Connectivity

Consultation Draft

CI: Transport Network and Accessibility

- 18.1. To encourage and enable this shift to more sustainable modes of travel it is necessary to ensure that a successful sustainable transport network is in place.

Policy CI: Transport Network and Accessibility

Walking and Cycling

1. Development will only be permitted where:
 - a. It does not prejudice the access on to or through the walking and cycling network or it provides a suitable alternative link of equal quality and convenience; and
 - b. It does not affect the enjoyment of the walking and cycling network (e.g. through noise, smells or other forms of pollution).

The walking and cycling network is taken to include but not be limited to: the Greenway Network; The Bridgewater Way; Mersey Way; Mersey Timberland Trail, The Trans-Pennine Trail, the Cycle Network and Public Rights of Way.
2. The Council will normally support development provided that:
 - a. It gives priority to walking, cycling and public transport within its design;
 - b. The internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users;
 - c. It provides convenient access for walking and cycling to local facilities, key destinations and sustainable networks;
 - d. It does not have an adverse impact on the function, safety and character of and accessibility to the local or strategic highway network;
 - e. Appropriate provision for car and cycle parking is made;
 - f. Road design encourages safe driving practices, and that traffic management and traffic calming schemes are incorporated, where appropriate;
 - g. It is located within 400metres walking distance of a bus stop or railway station with a suitable level of service;
 - h. It seeks to minimise increases in the usage of level crossings and where necessary provides an alternative method of crossing (e.g. footbridge, underbridge or diversions) without increasing maintenance liabilities to HBC; and
 - i. Equal access for all people, including inclusive access is provided.

Where development does not meet all of these criteria or may be expected to have negative impacts, appropriate mitigation measures will be required at the developer's expense.
3. Development associated with the relinking of the Silver Jubilee Bridge to the pedestrian and cycle network will be supported, including the realignment of pedestrian and cycle links from Widnes Town Centre and Runcorn Old Town and the reconfiguration of the existing Bridge deck.
4. The Council will normally support work to improve canal towpaths and Public Rights of Way where they can provide key linkages from developments to local facilities.

Public Transport

5. Development will only be permitted where it does not prejudice:
- The use of Ditton Station as part of the public transport network
 - The use of the Halton Curve rail line as part of the rail network
 - The Shell Green Route rail line in Widnes as part of the rail network
 - The provision of additional rail tracks immediately to the north of the existing rail line between Hough Green Station and Widnes Station

The re-opening, or provision, of these transport facilities will generally be supported.

6. Development will only be permitted where it retains the opportunity for new railway stations at:
- Beechwood
 - South Widnes

New stations and other associated public transport facilities at these locations will be supported.

7. Development to support the creation of a multi modal public transport interchange at Runcorn Train Station will be supported, as part of a wider regeneration scheme for the area.

8. The Council will support provision of a rail based commuter Park and Ride scheme at:
- Ditton
 - Locations where the scheme would demonstrably reduce congestion, alleviate parking issues, or increase accessibility to employment for those in the most deprived areas.

Waterways

9. The Council will expect development to:
- Maintain waterside transport infrastructure where appropriate
 - Encourage physical waterborne leisure activities, boosting the tourism economy and promoting health improvements in appropriate locations
 - Enhance watercourses and related infrastructure where appropriate.

Road schemes

10. The Council will continue to work with partners to support appropriate road schemes such as:
- The Mersey Gateway Bridge
 - J11A of the M56
 - Liverpool John Lennon Airport Eastern Access Transport Corridor

11. Improvements to the following parts of the road network are proposed during the Plan period.

- a. A558 Daresbury Expressway;
- b. Watkinson Way / Ashley Way Gyratory;
- c. A562 Speke Road;
- d. A557 Access improvements; and
- e. Reconfiguration / improvement of infrastructure to the south of the SJB.

Where necessary the routes of these improvements will be protected.

Freight and Logistics

12. Any development which generates significant movement of freight will be expected to locate where they are, or can be, served by water or rail infrastructure in addition to having good road access.

13. The following sites have been identified as Freight and Logistics hubs:

- a. Port Runcorn
- b. Port Weston
- c. 3MG

Development that could have a detrimental impact on the access to these hubs will be resisted.

Intelligent Transport Systems (ITS)

14. Halton as part of the LCR welcomes the use of new technologies including those that:

- a. Manage the flow of traffic around the Borough.
- b. Reduce transport emissions through the use of SMART vehicle technology.
- c. Provide smartcard transport solutions, enabling transport and journeys in general to become quicker and more efficient for residents and visitors to the borough.

Travel Plans and Transport Assessments

15. The Council will require the submission of a Travel Plan and a Transport Assessment or Transport Statement for all developments over a prescribed floorspace or that are likely to generate a significant number of trips. Development proposals where there are location specific issues or traffic sensitivities may also be required to undertake a Transport Assessment or Transport Statement.

Justification

18.2. Halton's existing Sustainable Transport Network includes:

- i. Halton Greenway Network
- ii. Silver Jubilee Bridge public transport and walking routes
- iii. The Bridgewater Way, Mersey Way, Mersey Timberland Trail and the Trans Pennine Trail walking and cycling routes
- iv. Other walking and cycling routes including the Public Rights of Way, the Cycle Network and other access networks
- v. Halton Core Bus Network including the Runcorn Busway and Bus Priority Routes
- vi. Railway routes and stations
- vii. Bus interchanges and bus stops

- viii. Waterways, including towpaths
- 18.3. Although making the best use of the existing Sustainable Transport Network and infrastructure will be the main priority in Halton, patterns of growth for the Borough and in particular the Key Areas of Change may require improvements to the existing Sustainable Transport Network and the introduction of new sustainable routes and facilities. The existing Sustainable Transport Network will therefore be protected, and opportunities to improve the existing or provide new facilities and services, where appropriate, will be supported. This complements the goals set out within the Halton Local Transport Plan (LTP3) which is fundamental in the delivery of sustainable transport in Halton.
- 18.4. It is also imperative that the cross-boundary nature of travel is recognised and where appropriate, opportunities are taken to ensure that public transport, walking and cycling routes are integrated across boundaries. Working with neighbouring authorities will be supported in order to achieve sustainable cross boundary accessibility particularly in conjunction with the Liverpool City Region and Merseytravel.
- 18.5. The 'Greenway Network' is made up of off-road routes for walking and cycling and bridleways, connecting people to facilities and greenspaces in and around the urban areas and to the countryside.
- 18.6. High Speed 2 (HS2) is the most significant transport infrastructure project in the UK since the motorways were built in the 1950s and 1960s. It will provide a high speed rail line between London and Birmingham and on to Manchester and Leeds. Halton will benefit from these improvements by providing the opportunities to develop a half hourly rail service.
- 18.7. The re-opening of new stations and the creation of public transport hubs could enable more people to use the public transport network and therefore reduce the need for people to travel by private vehicle. Whilst improvements to the rail network could lead to improved services within the Borough and the wider area. Ditton Station in Widnes, on the London to Liverpool, was closed to passenger services in 1994. There is an opportunity for the re-opening of this station, particularly in light of proposed developments in the area. The Halton Curve in Runcorn is not used at present for regular passenger services. The line forms a transport link between Liverpool, Runcorn and Chester and on to North Wales. There is the opportunity for this line to be re-opened and to recreate the links from the City Region into Chester and Wales. The re-opening of the Shell Green route (Ditton – Warrington) would allow improved opportunities would allow improved opportunities for travel between Widnes and Warrington and could form part of the Trans-Pennine linkage. Additional rail tracks between Hough Green and Widnes North stations would provide a passing route allowing additional stops on the line, without prejudicing running speeds on the Trans-Pennine route.
- 18.8. Network Rail must be consulted where a proposal is likely to increase the volume, or create a material change in the character of, traffic crossing the level crossing over the railway. Where a proposal has an increase in type and volume of user at a level crossing, Network Rail would seek closure of that crossing and the replacement of the level crossing with a suitable footbridge, through the following process:

- a. Network Rail would seek a developer contribution towards the funding of the footbridge either via CIL, S106 or a unilateral undertaking. Where proposals are large scale Network Rail expect that the developer should provide full funding for the footbridge, for smaller proposals a contribution would be sought in proportion to the development.
 - b. Network Rail would design and construct the footbridge.
 - c. The developer would submit a planning application for the footbridge.
 - d. Network Rail and the Council will work together to ensure a commitment that both are supportive in principle of the closure of the relevant level crossing and construction of a footbridge.
 - e. Network Rail would have liability for the maintenance of the footbridge unless agreed otherwise.
 - f. The Council will require the installation of the footbridge, and the closure of the relevant level crossing, normally prior to 50% of dwellings being occupied, this will be a condition of any approval.
- 18.9. Where replacement with a footbridge is not feasible Network Rail and the Council will seek a diversion order of, for example, a public footpath - which would include discussions with the LPA, Highways and PROW teams. In this case the developer will be responsible for the preparation and submission of the diversion orders.
- 18.10. The Council will require a Travel Plan, Transport Assessment or Transport Statement in line with thresholds set out within Transport and Accessibility SPD. In accordance with this guidance, the Council may still require a Transport Assessment and a Travel Plan to accompany applications for new developments that do not meet these thresholds, where a transport impact is expected from the development, or a cumulative impact is expected from different uses within a development or from a number of developments in the vicinity.
- 18.11. The effectiveness of these infrastructure improvements and measures in controlling traffic growth will need to be carefully monitored. This will primarily be achieved through the Halton Local Transport Plan and the Liverpool City Region Transport Plan for Growth

C2: Parking Standards

18.12. The availability of parking in commercial areas has a major influence over how people choose to travel to their destination. The impact of poor parking standards in residential areas can affect the success of the overall development. This policy will consider parking standards within the following areas; Commercial and Residential developments, and extensions to existing premises/properties.

Policy C2: Parking Standards

1. All development must provide an appropriate level of safe, secure, accessible and viable parking, taking into account:
 - a. The accessibility of the site, including the availability of public transport;
 - b. The type, mix and use of development;
 - c. The availability of on-street parking or shared parking facilities; and
 - d. An overall need to encourage the use of low emissions vehicles.
2. The design and layout of the proposed parking must enable and encourage the maximum use of sustainable modes of transport, including provision for cyclists and low emission vehicles.
3. The Council will require parking provision, cycle parking and electric vehicle infrastructure according to the standards set out in Appendix D. Any significant variation (+/- 10%) from these standards must be justified on a case-by-case basis, and would need to demonstrate there are no harmful impacts on the street scene or the availability of on-street parking.
4. Where development has a significant amount (10 or more) of single or low occupancy dwellings provision should be made for communal car clubs. Where opportunities arise Halton would welcome car club facilities within commercial and high density areas.

Justification

18.13. The NPPF states that policies in development plans can set local levels of parking for residential and non-residential development and they should take into account, amongst other things, the accessibility of the site, the type, mix and use of development and the local levels of car ownership (para.39). It also states that plans should protect and exploit opportunities for the use of sustainable transport modes and that developments should be designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles (para.35).

18.14. The necessary infrastructure for electric and alternative fuelled vehicles will depend on the prevailing vehicle technology requirements, but capacity should also be built into new development to allow for upgrading and advances in technology. This sort of provision allows for long term climate change mitigation as well as improvements in local air quality.

- 18.15. The residential parking standards contained in this policy will apply to all developments involving the provision of 1 or more residential units (gross). Applications for extensions and alterations to existing dwellings should ensure that a suitable level of parking provision is made.
- 18.16. The non-residential parking standards contained in this policy will apply to all developments that result in the creation of non-residential floorspace. This includes the extension and alteration of existing non-residential premises and all changes of use.
- 18.17. Where mixed-use, residential and commercial developments are proposed, the parking requirements for each element should be calculated individually using the standards. However, where appropriate, the Council may consider the shared use of parking between residential and commercial elements where it can be justified.

Parking Spaces

- 18.18. Halton follows DfT guidance and principals when addressing the size of parking spaces. Off road residential parking spaces in Halton are expected to be a minimum size of 3m x 6m if to be considered as a parking space, anything less than this would be not considered a parking space.
- 18.19. Good quality parking facilities can add to the overall attractiveness of a residential or commercial area. Halton works to the manual for streets principal as per 6 bays a surface break should be applied. Halton follows DfT guidance with regard to permeable surfaces in car parks to help alleviate drainage issues, further advice can be obtained from the Highways department.
- 18.20. Cycle Parking: A minimum of 5 cycle parking spaces should be designated per new commercial development. However this number should then be doubled per additional 100 employees.
- 18.21. Parking requirements can be seen at Appendix D:

C3: Delivery of Telecommunications Infrastructure

18.22. The Council recognises that the implementation and maintenance of effective communications infrastructure within the Borough are essential to the development of the local economy and for the benefit of the local community.

18.23. With the growth of services such as mobile internet access, demand for new telecommunications infrastructure is continuing to grow. However, the Council is committed to ensuring that such developments are appropriately designed and sited in accordance with the principle of minimising impacts.

Policy C3: Delivery of Telecommunications Infrastructure

1. The Council encourages and supports proposals for the provision, upgrading and enhancement of wireless and fixed data transfer and telecommunications networks and their associated infrastructure.
2. Proposals for the delivery of communications infrastructure will normally be granted permission where they:
 - a. Have no significant adverse effect on the external appearance of the building on which, or space in which, they are located;
 - b. Preserve or enhance the natural and historic environment;
 - c. Have fully explored and utilised, as appropriate, technologies to miniaturise and camouflage any telecommunications apparatus;
 - d. Are appropriately designed, coloured and landscaped to take account of their setting;
 - e. Have no significant adverse impact on the visual amenities of neighbouring occupiers;
 - f. Have no detrimental impact on the safe and satisfactory functioning of the highways;
 - g. Have special regard to the Green Belt; and
 - h. Demonstrate there is no reasonable possibility of sharing existing facilities within the locality.
3. Development proposals for communication infrastructure should demonstrate that there will be no significant and irremediable interference with electrical equipment, air traffic service or instrumentation operating in the national interest.
4. Development proposals for communication infrastructure will only be accepted where they are certified to be in conformity with the latest national guidelines on radiation protection. This will include consideration of both individual and cumulative effects of the apparatus having regard to any other significant electromagnetic field generation in the locality.
5. Developers will be required to work with appropriate providers to deliver the necessary physical infrastructure to accommodate information and digital communications networks as an integral part of all appropriate new developments.

Justification

- 18.24. This policy applies to all forms of communications infrastructure, including public and private fixed and wireless broadband networks for the high speed transmission of data, telecommunications masts and other apparatus for mobile phone operators, public CCTV and webcams, installations required by the broadcast media and communications technology needed to serve particular business sectors.
- 18.25. In assessing applications for all forms of communications infrastructure, the Council will work with prospective developers and operators to identify the most efficient, practicable and environmentally acceptable solutions for the location(s) in which the infrastructure is proposed, taking account of the standing advice to encourage and facilitate the development of such networks in the NPPF.
- 18.26. Developers will be expected to work with infrastructure providers to ensure that all buildings provide high speed ready in-building infrastructure, and to continue to work with providers as technology evolves to ensure that Halton maintains its good communication links.

C4: Operation of Liverpool John Lennon Airport

18.27. In support of policy CS17 Liverpool John Lennon Airport (LJLA) is an important strategic transport facility which requires protective measures to ensure its continued operation.

Policy C4: Operation of Liverpool John Lennon Airport

Public Safety Zone

1. In accordance with national policy, development, including change of use, which is likely to lead to an increase in the number of people living, working or congregating on land within the LJLA Public Safety Zone, as identified on the policies map, will not be permitted.
2. Any amendments to the Public Safety Zone associated with the expansion of the airport and the runway extension will supersede the adopted Policies Map. Applicants should consult the Council to ensure they are aware of any amendments.

Runway End Safety Area (RESA)

3. The Council will support proposals, where appropriate, that seek to address airport safety issues, including those relating to the Runway End Safety Area (RESA).

Height Restriction Zone (HRZ)

4. Development within the LJLA Height Restriction Zone (HRZ) will only be permitted if it is below the height notified to the Council by the relevant authority and would not cause a hazard to air travellers.
5. Development within the HRZ will not be permitted if it would otherwise cause a hazard to air travellers.

Airport Development

6. All airport development should seek the maximum possible reductions in noise through compliance with the Airport Noise Action Plan.

New Development in the Vicinity of LJLA

7. New developments in the vicinity of LJLA will be required to be designed to comply with airport safety requirements and should not impede the operational requirements of the Airport. Developments which increase risk to airport safety or impede operational requirements will be resisted.
8. New major developments in the vicinity of LJLA should have regard to, and comply with, (where appropriate) the Airport Surface Access Strategy (YYYY), or updates where approved by Halton Borough Council.

Airport Parking

9. The provision of offsite airport parking within Halton Borough will generally not be supported.

Justification

- 18.28. The expansion of LJLA presents an opportunity to establish an extension to the Speke Garston Coastal Reserve over a 3.5km (2.2 mile) stretch of coast and about 50ha (124 acres) in size. Throughout the Coastal Reserve, a long term habitat creation and landscape management scheme would preserve habitat and biodiversity, and incorporate management measures to ensure the long term sustainability of the landscape and ecological mitigation works.
- 18.29. It is acknowledged that Hale Village is a sensitive residential area. The proposed extension to the runway at its eastern end should therefore ensure the use of screening and landscaping to minimise any potential negative effects.
- 18.30. Aviation development proposals that fall within the scope of this policy will need to be carefully assessed, particularly in terms of impact on noise, air quality, landscape, nature conservation, transport and public safety. It is likely that any planning applications for major works will require an Environmental Impact Assessment (EIA), to assess the potential significant impacts of the development on the environment. To ensure that health impacts are also assessed a Health Impact Assessment will be required in accordance with Core Strategy policy CS22: Health and Well-Being.
- 18.31. The route of the proposed EATC, through Halton's Green Belt, will be determined through the standard approvals process and will not require an amendment to Halton's Green Belt.
- 18.32. Public Safety Zones (PSZ) are established to control the number of people on the ground in the vicinity of airports at risk of death or injury in the event of an aircraft accident on take-off or landing. This is achieved by restricting new development within the PSZ.
- 18.33. The Department for Transport Circular 1/2010, Control of Development in Airport Public Safety Zones, should be consulted for further information. There is a general presumption against new development, but some types of development may be acceptable in these areas such as extensions, alterations or change of use, which would not reasonably be expected to increase the number of people living, working or congregating within the public safety zone.
- 18.34. PSZs are based upon risk contours modelled looking fifteen years ahead, in order to allow a reasonable period of stability after their introduction. They are remodelled at intervals of about seven years. With regards to the proposed runway extension the contours of the PSZ will be remodelled in line with current government guidance. Should the runway extension proceed, the 1-in-100,000 pa risk contour would extend over a larger area in the vicinity of Hale. However, preliminary work has shown the revised 1-in-10,000 pa risk contour would not include any additional residential dwellings outside those that the Airport has already acquired, or sought to acquire (Figure X).
- 18.35. The Runway End Safety Area (RESA) is a safety requirement for all licensed aerodromes. The size of the RESA is determined by a number of interrelated factors including aircraft mix and activity levels for an airport. This area should be kept free of obstacles other than essential aerodrome lighting and navigational aids.

- 18.36. The nature of airport operations is such that inappropriate development close to, but not within the airports physical boundary can have potentially hazardous implications. Safeguarding zones around airports and aerodromes are established by the Secretary of State and defined on safeguarding maps issued by the Civil Aviation Authority and the Secretary of State for Defence. They define certain types of development which, by reason of their height, attraction to birds or inclusion of or effect on aviation activity require prior consultation with the airport or aerodrome operator. Safeguarding zones around air navigation facilities are established by National Air Traffic Services Ltd (NATS) and defined on safeguarding maps issued by them. They define certain types of development which because of their height or effect on aviation activity require prior consultation with NATS. Government advice in ODPM Circular 01/2003 sets out detailed guidance on how the safe and efficient operations can be secured.
- 18.37. The Council is notified by the Civil Aviation Authority that they wish to be consulted about certain types of development around airports to ensure that the safe passage of air traffic will not be interfered with by, for example, high buildings or waste facilities which might attract large populations of birds near airports. The varying height zones cover the Borough and are therefore not shown on the Policies Map but the Council does keep records of the appropriate Zones and Areas.
- 18.38. In accordance with policy C4: Parking Standards the development of airport car parks outside of the boundary of LJLA will not be permitted. Car parks outside of the boundary of the airport have the potential to undermine the Airport Surface Access Strategy and its principle objective of improving access to the Airport by sustainable transport modes.

19. Halton's Centres

Consultation Draft

HCI: Vital and Viable Centres

- 19.1. High street shopping in town, district and local centres is under considerable pressure from the effects of the recession on consumer spending, and continuing growth in internet trading. Therefore this policy seeks to protect the centres and support an improvement in the vitality and viability of all the centres, and in line with national policy the policy also sets out how a sequential approach and impact assessment will be applied.

Policy HCI: Vital and Viable Centres

Halton's Centres

1. Retail and other main town centre uses should be located within the centres identified in Table HCI.1 and as identified on the Policies Map.
2. Within Halton's centres, development proposals for retail and other main town centres uses will be supported where they:
 - a. Are of a size, scale and intensity appropriate to the position of the centre in the identified hierarchy
 - b. Retain or enhance the centre's character, appearance, vitality and viability;
 - c. Sustain or enhance diverse town centre uses and customer choice;
 - d. Do not detrimentally effect local amenity;
 - e. Capitalise on the Borough's natural assets and greenspaces;
 - f. Do not detrimentally effect Highway conditions; and
 - g. Are readily accessible by public transport, walking and cycling.
3. Within Halton's centres, the use of upper floors for non-retail uses will be supported, where appropriate.
4. Proposals for retail uses at edge of centre locations will be permitted where:
 - a. It is demonstrated through the sequential approach that there are no appropriate town centre sites available and that the proposed location is the most preferable in light of the alternatives considered; and
 - b. The proposal complied with the criteria set out in section 1 above.
5. Proposals for retail uses in out-of-centre locations will only be permitted where:
 - a. It is demonstrated through the sequential approach that there are no appropriate town centre or edge-of-centre sites available;
 - b. Consideration has given to reasonable alternatives in order to accommodate the use within the town centre or edge-of-centre sites;
 - c. The proposal has been subject to impact assessment, where required to by national policy, and will not demonstrably harm centres within its catchment.
6. Retail and leisure proposals in excess of the floorspace thresholds set out in table HCI.1 not located within a defined Primary Shopping Area, or allocated in a Local Plan, will be subject to sequential and impact assessments.

Table HCI.1 Local Impact Thresholds

Centre	Floorspace Threshold (sq m gross)	
	Convenience Goods	Comparison Goods
Widnes	1,500 sq m	1,500 sq m
Halton Lea	1,000 sq m	1,000 sq m
Runcorn	500 sq m	500 sq m

- 7. Retail and leisure proposals in excess of 200 sqm (gross) not within or adjacent to a defined centre, or allocated in a Local Plan will be subject to sequential assessment.
- 8. The retention and enhancement of the Borough's markets will be encouraged.

Local Centres

- 9. Within the Local Centres the primary retail role of the centre will be safeguarded. Other uses will be supported where they complement the existing role of these centres, provided that the proposal:
 - a. meets the needs of residents within the local neighbourhood; and
 - b. would not reduce the number of A1 retail units in any centre to below 50% of the units used for commercial purposes.
- 10. Additional or replacement convenience retail units (up to 280 sqm net³³) within or immediately adjacent to a defined Local Centre will be supported.

Individual Shops

- 11. Individual shops, not specifically defined on the Policies Map, will be safeguarded for A1 retail purposes, unless it is demonstrated that the existing use and/or any other retail use is no longer viable within that specific location.

Justification

- 19.2. This policy seeks to maintain the compactness, convenience and attractiveness of these centres to shoppers and thereby helping to sustain their vitality and viability and that of the centre as a whole. Whilst recognising that retail markets change quickly and ensuring that the policy is flexible enough to respond to change. This policy is considered to be in line with the NPPF, which states that *'planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period'*.
- 19.3. Main town centre uses are defined in the NPPF as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

³³ Consistent with provisions of the Sunday Trading Act 1994

- 19.4. When determining planning applications for development, the Council will, wherever appropriate, actively promote a high standard of building design and public realm, including the enhancement of landscaped areas, town centre linkages, community facilities and transport facilities.

Consultation Draft

HC2: Retail Allocations

19.5. The NPPF states that Local Planning Authorities should allocate a range of suitable sites to meet the scale and type of town centre developments needed in town centres and that this need is met in full.

Policy HC2: Allocations within Halton's Centres

1. The following sites, as detailed in the Section x Sites Allocations / Appendix x and identified on the Policies Map, will be allocated for retail / leisure / tourism / community purposes to deliver the Core Strategy requirements.

Runcorn

Ref	Site	Status	Brownfield/ Greenfield	Size	Proposed Use
251	Sandymoor Local Centre			1.35ha	Retail
	Daresbury Local Centre			tbc	Retail
461	Land to the north of the Brindley (former Brindley Mound), Runcorn Old Town		Brownfield	0.42ha	Retail & Leisure
462	Bus Interchange, Car Park and Former HDL, Runcorn Old Town		Brownfield	0.54ha	Retail
463	Former Job Centre and La Scala, Runcorn Old Town		Brownfield	0.24ha	Mixed (Retail & Residential)
489	Library, Grosvenor House, Former Magistrates Court, Police Station et al, Halton Lea		Brownfield	2.32ha	TBC

Widnes and Hale

Ref	Site	Status	Brownfield/ Greenfield	Size	Proposed Use
	Widnes Retail Park (Phase 2)	Extant Permission	Brownfield		Retail
	South Widnes Local Centre				Retail

Justification

19.6. Policy Justification

[to be finalised]

19.7. Local Centres

[to be finalised]

19.8. Halton Lea

[to be finalised]

19.9. Runcorn Old Town

[to be finalised]

19.10. Widnes

[to be finalised]

Consultation Draft

HC3: Primary Shopping Areas and Frontages

19.11. The NPPF provides for Local Plans to define Primary Shopping Areas that include a high proportion of retail uses, while providing for a more varied mix of uses elsewhere in the town centre area. The Primary Shopping Area for each of the centres will help to maintain a focussed and concentrated shopping core at the heart of each centre with uses to draw people into the centres.

Policy HC3: Primary Shopping Areas and Frontages

Primary Shopping Areas

1. Within defined Primary Shopping Areas, the shopping function will be safeguarded and enhanced. Development at ground floor level to alternative uses will not be permitted where:
 - a. The proposed use would harm the vitality and viability of the primary shopping areas; or
 - b. The primary retail role and character is undermined, causing unacceptable fragmentation of the remaining shops; or
 - c. It would result in the loss of floorspace of a scale harmful to the shopping function of the centre; or
 - d. There would be a detrimental effect on the visual character and amenities of the surrounding area.

Primary Shopping Frontages

2. Within the defined Primary Shopping Frontages, the use of ground floor units³⁴ for A1 (retail) or A3 (food & drink) uses will generally be supported where they provide an active daytime frontage.
3. Within the defined Primary Shopping Frontages, the use of ground floor units for non-A1 and A3 uses will be permitted where:
 - a. The overall proportion of A1 and A3 retail uses will not fall below 60% of units, unless the unit has been shown to not be unviable for A1 or A3 use after sufficient effective marketing, and is currently vacant;
 - b. The continuity of the retail frontage is maintained, normally with no more than two adjacent non A1 or A3 retail frontages;
 - c. It can be demonstrated that the proposal would not reduce the pedestrian footfall; and
 - d. An active frontage is provided.

Secondary Shopping Frontages

4. Within Secondary Shopping Frontages the development of A1, A2 and A3 retail uses will generally be supported where they meet criteria a-d.
Other main town centre uses will only be acceptable where they would help to maintain

³⁴ Ground floor units will be taken to include units on the upper ground floor and the basement / lower ground floor of Widnes Shopping Park and units on 'the mall level' (Level D) of Runcorn Shopping City.

or enhance the function of the centre and meet criteria a-d.

- a. Maintain an appropriate balance and diversity of uses in all parts of the Secondary Shopping Frontage; and
- b. Complement the retail function of the centre; and
- c. Generate a reasonable level of footfall; and
- d. They do not dominate or fragment the frontages.

Justification

19.12. The Primary Shopping Area, identified within Halton Lea, Runcorn, and Widnes, is considered to be the 'centre' for the purposes of the sequential approach to retail developments (A1 uses). This means that locations within a centre but outside the Primary Shopping Area are considered to be edge of centre for this form of development.

19.13. The assessment of applications within the Primary and Secondary Shopping Frontages will consider:

- i. The location and prominence of the premises within the shopping frontage.
- ii. The floorspace and length of frontage of the premises.
- iii. The number, distribution and proximity to other premises within Use Classes A2 to A5, or with planning permissions for such uses.
- iv. The nature and character of the use proposed, including the level of pedestrian activity associated with it.
- v. The level of vacancies in ground floor properties.
- vi. Whether the proposed use would give rise to noise, smell or other environmental problems.

HC4: Shop Fronts, Signage and Advertising

19.14. Shopfronts, signage and advertising can have a significant impact on the character of an area. It is important to ensure that these make a positive contribution to the building on which they are located and to the surrounding area.

Policy HC4: Shop Fronts, Signage and Advertising

1. Proposals to alter an existing shop front or to create a new shop front, including the installation of external security measures, will only be permitted where they:
 - a. Protect any existing features of historic or architectural interest;
 - b. Are appropriate to the building, street scene and the character of the area; and
 - c. Have appropriate regard to design, security and safety, amenity and access.
2. Blinds, canopies or shutters, where acceptable in principle, must be appropriate to the character of the shop front and its setting. External grilles and solid shutters which present blank frontages will not be permitted.
3. Signage and advertisements will only be permitted where the size, design, positioning, materials and degree of illumination of the advertisement would not have an adverse visual impact or a detrimental effect on public safety. Advertisements unrelated to the site on which they are displayed will not normally be permitted.

Justification

19.15. The quality and details of shop design are of significance in improving the attractiveness and maintaining the prosperity of shopping centres. Across Halton's network of centres the Council will require well designed shop fronts, signage and advertising that will enhance the area and add to its local distinctiveness.

19.16. Poorly placed and designed adverts and hoardings can also have a negative impact on the character of the area, visual amenity and raise issues of public and highway safety. The Council will assess all of these factors when determining advertising consents.

HC5: Commercial Leisure Developments and Cultural Facilities

19.17. Leisure and cultural facilities can bring together members of the local community.

Policy HC5: Commercial Leisure Developments and Cultural Facilities

1. The Council will support the retention and enhancement of existing Commercial Leisure Developments and Cultural Facilities.
2. Proposals involving the loss of Commercial Leisure Developments and Cultural Facilities will only be permitted where it can be justified.
3. The Council will support the development of new Commercial Leisure Developments and Cultural Facilities, within or adjacent to the town centres or district centre, or the enhancement, extension or refurbishment of an existing Commercial Leisure Development or Cultural Facility, provided that:
 - a. The facility is accessible by walking, cycling and public transport.
 - b. The proposal would not give rise to significant traffic congestion or road safety problems.
 - c. Any new buildings, extensions and structures are well designed, of an appropriate scale, in keeping with the character of the area and appropriately landscaped.
4. Outside of the town and district centres the Council will support the development of new Commercial Leisure Developments and Cultural Facilities, provided that:
 - a. The proposal is accompanied by a supporting statement which demonstrates the sustainability of the proposed location.
 - b. The facility is accessible by walking, cycling and public transport.
 - c. The proposal would not give rise to significant traffic congestion or road safety problems.
 - d. Any new buildings or structures are well designed and appropriately landscaped.
 - e. The proposal is of a design, character, type, size, scale and appearance appropriate to the location.

Justification

19.18. Leisure development and cultural facilities are generally welcomed within the Borough, providing employment and entertainment for local people. However, it can have negative impacts on the surrounding area if located insensitively; is out of scale with its context; or does not take account of the local character and appearance.

19.19. The importance of planning for culture and cultural facilities is emphasised in the NPPF by being included as a core planning principle (item 17). This is supported by guidance in item 70 of the NPPF which states that to deliver the social, recreational and cultural facilities and services that the community needs, planning policies and decisions should guard against unnecessary loss of valued facilities. Also to ensure that established facilities and services are

retained and able to develop for the benefit of the community. Paragraph 156 also states local planning authorities should set out the strategic priorities in the Local Plan to deliver 'the provision of health, security, community and cultural infrastructure and other local facilities'.

Consultation Draft

HC6: Community Facilities (including health facilities)

19.20. The term community facilities is wide-ranging and can include community centres and childcare facilities, cultural centres and venues, places of worship, education establishments and training centres, health and social care facilities, sport and recreation facilities and civic and administrative facilities. It may also include other uses whose primary function is commercial but perform a social or community role i.e. sport, recreational and leisure facilities including local pubs.

Policy HC6: Community Facilities (including health facilities)

1. The Council will support the retention and enhancement of existing community facilities.
2. The Council will support and promote the provision of new community facilities, where there is a need for such facilities, in or adjacent to town, district or local centres. The Council will also take into consideration:
 - a. accessibility by public transport, walking and cycling;
 - b. the availability of parking;
 - c. the suitability of the building and outdoor space for the proposed use; and
 - d. the impact on the surrounding uses.
3. Proposals involving the loss of community facilities land or buildings will only be permitted where it is demonstrated that:
 - a. The loss of the existing community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality; or
 - b. The building or site is no longer suitable or viable to accommodate the current community use, or the use has already ceased, and the building or site cannot viably be retained or sensitively adapted to accommodate other community facilities; or
 - c. In the case of commercial community facilities, whether the use is no longer viable (applicants will need to submit evidence to demonstrate that the site is no longer viable for that use and has been adequately marketed for community use on reasonable terms).
 - d. The community facility can be fully retained, enhanced or reinstated as part of any redevelopment of the building or site; or
 - e. Alternative replacement community facilities are provided in a suitable alternative location.

Justification

19.21. The Council encourages the provision of new community facilities and protection of existing community facilities. They act as the focus of community activity and contribute towards community cohesion.

19.22. When making an assessment of the importance of the community facility consideration should be given to:

- i. Local need and demand for the existing community facility or other community facilities that are willing and able to make use of the building(s) or site;

- ii. The extent and quality of local provision of the existing community facility;
- iii. The nature, pattern and frequency of activities taking place at the site;
- iv. Its contribution to the diversity of community facilities in the locality;
- v. The accessibility of the site and other local community facilities by walking, cycling and public transport;
- vi. Whether the site or building has been listed as an asset of community value.

Consultation Draft

HC7: Visitor Attractions

19.23. Tourism is an important cultural and economic driver for the Liverpool City Region economy and harnessed well it can provide additional facilities for local residents, a source of employment and a driver to enhance the sense of place. It can help to maintain heritage assets such as Norton Priory, or provide a look back at historic industry in the area such as the Catalyst Science Discovery Centre or make use of the Boroughs natural assets such as its greenspaces.

Policy HC7: Visitor Attractions

1. The Council will protect and enhance the assets and attractions of Halton that attract visitors and investors to Halton. This will be achieved through:
 - a. The protection of visitor attractions and assets which are displayed within Appendix E;
 - b. Promoting the enhancement and expansion of existing visitor attractions and tourist accommodation;
 - c. Encouraging sustainable transport to visitor attractions, tourist and cultural sites; and
 - d. Not permitting development that would affect an existing visitor attraction if it would be likely to detract from the function, appearance, significance or setting of the attraction.
2. All visitor attractions located within or adjacent to Widnes Town Centre, Runcorn Town Centre, Runcorn Old Town District Centre or on the Borough's waterfronts will be considered acceptable where they:
 - a. Are accessible by a variety of modes of sustainable transport, including public transport, cycling and walking; and
 - b. Would not lead to unsatisfactory traffic conditions or other nuisance; and
 - c. Assist in delivering improvements to the green infrastructure within the local area; and
 - d. Are appropriate in size and do not result in an adverse impact on the visual amenity of the area.
3. Where a visitor attraction is not to be located within or adjacent to Widnes Town Centre, Runcorn Town Centre, Runcorn Old Town District Centre or on the Borough's waterfronts it must:
 - a. Be for the expansion of an existing visitor attraction or located within an existing building; and
 - b. Be of an appropriate scale and character for its location; and
 - c. Be accessible by a variety of modes of sustainable transport, including public transport, cycling and walking; and
 - d. Not lead to unsatisfactory traffic conditions or other nuisance; and
 - e. Assist in delivering improvements to the green infrastructure within the local area; and
 - f. Be visually unobtrusive and not result in an adverse impact on the visual amenity of the area.

4. The co-location of visitor attractions will be encouraged and where appropriate they should be used to create hubs.
5. Where appropriate the Council will generally support the development of small scale ancillary complementary services at existing or emerging visitor attractions within the Borough.
6. Developments which are likely to increase harm through visitor pressure within internationally designated sites will not be supported, unless it can be demonstrated that there are both no alternatives and imperative reasons of over-riding public interest.

Justification

- 19.24. The visitor economy is one of the Liverpool City Region's great success stories. Overall, it contributes over £3.8bn to the local economy, provides 7% of overall GVA (£1.52bn out of a total £23bn) and supports over 49K jobs representing 8% of the employment base in the City Region.³⁵
- 19.25. This policy is intended to protect and enhance the unique features of Halton, which help to attract visitors to the area, whilst encouraging investment. From abbeys to science, writers to waterways, Halton has something to offer everyone.
- 19.26. Ancillary complementary services could include catering facilities, small scale retail (up to 280 sqm net³⁶) and Restaurants and Cafes.

³⁵ Liverpool City Region Visitor Economy Board, Visitor Economy Investment Plan for Growth 2016 – 2025 (July 2016)

³⁶ Consistent with provisions of the Sunday Trading Act 1994

HC8: Food and Drink

19.27. Town centres are generally more attractive and vibrant if people live, work, shop and participate in leisure activities. The food and drink economy is a fundamental part of this because it can extend the vitality of a centre beyond normal working hours. However, a balance needs to be found between residential amenity and a good night out; with a wide cross section of people attracted into the town and district centres in the evening.

Policy HC8: Food and Drink

1. Development of food and drink uses (Use Classes A3-A4) including restaurants, late night bars or pubs and (Use Class A5) Hot Food Takeaways (subject to the additional criteria below), will be acceptable provided that they would not harm the character of the area, residential amenity and / or public safety, either individually or cumulatively. The following impacts will be taken into consideration:
 - a. noise, fumes, smells, litter and late night activity;
 - b. the availability of public transport and parking;
 - c. highway safety;
 - d. access for servicing;
 - e. storage for refuse and recycling;
 - f. the appearance of the building, frontage, flues and other installations;
 - g. the number, distribution and proximity of other existing, or proposed, restaurants, hot food takeaways and late night bars or pubs;
 - h. potential for crime and anti-social behaviour;
 - i. impact on the promotion of healthy lifestyles.

2. Hot Food Takeaways (Use Class A5) will only be supported where:
 - a. it is located within a designated town or district centre and will not result in;
 - i. A5 use being more than 5% of units in a primary frontage, or
 - ii. A5 use being more than 10% of units in a secondary frontage, or
 - iii. Less than two non-A5 units between hot food takeaways, or
 - b. it is located within a defined local centre, and it will not result in;
 - i. A5 becoming the dominant use, or more than two units or 10% of the total ground floor units (whichever is the greater) being a hot food takeaway, or
 - c. it is located more than 400m from primary or secondary schools, sixth form colleges, playing fields and children's play spaces, or
 - d. the premises are not open until after 1700 hours.

Justification

19.28. Food and Drink businesses and the evening economy can make an important contribution to the economy of a centre. A successful evening economy needs: accessibility, cleanliness, safety, ambience, choice and a 'unique experience', as does a successful daytime economy. If it is well managed and appropriately controlled it can improve a centre and add to its vitality and viability rather than detract. For example appropriate food, drink and night-time economy-related uses may contribute to the vibrancy of an area. However, the over-

concentration and clustering of these uses can impact on the amenity of neighbouring properties and the vitality and viability of the centre.

19.29. The following should be submitted with planning applications to show how the proposal addresses this policy:

- i. Hours of opening - including both the closing time to public and vacating premises time.
- ii. Capacity in relation to numbers of customers.
- iii. Parking and servicing details, including timing of deliveries and sizes of vehicles.
- iv. Refuse and recycling provisions and layout.
- v. Types of license required.
- vi. Details of any plant and equipment required i.e. size, location, appearance and technical specification.
- vii. Internal layout details i.e. seating, kitchen location, toilets, including disabled facilities, dancefloor etc.

19.30. Planning conditions will be used, where appropriate, to mitigate any potential harmful effects of proposals, including the restriction of permitted development rights, installation of ventilation system, the incorporation of sound insulation and the control of opening hours.

19.31. Halton has over many years, had below average health outcomes. Previous research has indicated that many problems are associated with poor lifestyle, often associated with worklessness. Health data suggest that these impacts are being reflected in children, with Halton having a significantly higher percentage of reception class children classed as obese compared to England during 2014/15, with the proportion of year 6 children in Halton classed as obese also higher than England and the North West.

19.32. In 2012 the Council worked with St. Helens Council to prepare and adopt a Hot Food Takeaway SPD.

HC9: Mixed Use Area

19.33. Some parts of the Borough do not have a single dominant land use, with a variety of development having grown up often including businesses, shops, houses and community facilities. This can give these areas individual character.

Policy HC9: Mixed Use Areas

1. Within a Mixed Use Area any proposed development will be expected to:
 - a. Promote the vitality and viability of the area.
 - b. Be of a quality of design that enhances the character and appearance of the local environment.
 - c. Contribute to the:
 - i. Creation of jobs for local people; or
 - ii. Provision of housing to meet local needs; or
 - iii. Provision of local facilities for the community; or
 - iv. Quality of the visitor attraction of the Borough.
2. The Council may require a masterplan or development brief to be prepared demonstrating that the proposals will positively support and complement the comprehensive wider development of the area.
3. Within the Widnes Civic Quarter Mixed Use Area (MUA1) the following uses are considered appropriate:
 - a. Leisure (Use Class D2);
 - b. Residential (Use Class C3);
 - c. Office (Use Class B1);
 - d. Restaurants (Use Class A3);
 - e. Hotel (Use Class C1);
 - f. Education; and
 - g. Health.
4. Within the Victoria Square and Victoria Road Mixed Use Area (MUA2) the following uses are considered appropriate:
 - a. Small Scale Retail (up to 280 sqm net³⁷) (Use Class A1);
 - b. Restaurants and cafés (Use Class A3);
 - c. Residential (Use Class C3); and
 - d. Drinking Establishments (A4).
5. Within Earle Road Mixed Use Area (MUA3) the following uses are considered appropriate:
 - a. Retail (Use Class A1);
 - b. Restaurants and cafés (Use Class A3);
 - c. Leisure uses (Use Class D2);
 - d. Use Class D1³⁸;

³⁷ Consistent with provisions of the Sunday Trading Act 1994

- e. Hotel (Use Class C1);
 - f. Office (Use Class B1); and
 - g. Residential (Use Class C3).
6. Within the Lugsdale Road Mixed Use Area (MUA4) the following uses are considered appropriate:
- a. Residential (Use Class C3); and
 - b. Office (Use Class B1).
7. Within the Runcorn Station Mixed Use Area (MUA5) the following uses are considered appropriate:
- a. Small Scale Retail (up to 280 sqm net³⁹) (Use Class A1);
 - b. Restaurants and cafés (Use Class A3);
 - c. Leisure uses (Use Class D2);
 - d. Use Class D1⁴⁰;
 - e. Hotel (Use Class C1); and
 - f. Office (B1).
8. Within the Halton Road Mixed Use Area (MUA6) the following uses are considered appropriate:
- a. Small Scale Retail (up to 280 sqm net⁴¹) (Use Class A1);
 - b. Restaurants and cafés (Use Class A3);
 - c. Leisure uses (Use Class D2); and
 - d. Residential (Use Class C3).
9. Within the Bridge Retail Mixed Use Area (MUA7) the following uses are considered appropriate:
- a. Retail Warehousing (non-food) (Use Class A1);
 - b. Restaurants and cafés (Use Class A3);
 - c. Drinking establishments (Use Class A4); and
 - d. Leisure uses (Use Class D2).
10. Within Daresbury Firs Mixed Use Area (MUA8) the following uses are considered appropriate:
- a. Residential (Use Class C3);
 - b. Hotel (Use Class C1); and
 - c. Conference Centre.
11. Within Moor Lane Mixed Use Area (MUA9) the following uses are considered appropriate:

³⁸ Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.

³⁹ Consistent with provisions of the Sunday Trading Act 1994

⁴⁰ Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.

⁴¹ Consistent with provisions of the Sunday Trading Act 1994

- a. Retail (Use Class A1);
- b. Use Class D1⁴²;
- c. Hotel (Use Class C1);
- d. Employment (Use Class B1 and B2); and
- e. Residential (Use Class C3).

12. Within the 'Mersey Edge' Mixed Use Area (MUA10) the following uses are considered appropriate (subject to delivery of the Eastern Access Transport Corridor):

- a. Employment (Use Class B1 and B2); and
- b. Residential (Use Class C3).

13. Within each of these Mixed Use Areas development proposals for uses not listed will be decided on their individual merits.

Justification

19.34. The concentration of a mixture of business, housing and supporting uses such as restaurants, local shops and services increases activity and adds vibrancy and vitality. This policy aims to maintain this mixed use character and to make the most of the opportunities which arise when a range of uses exist together.

19.35. The Council has also identified other areas which it considers may offer opportunities for a range of land uses and these have been designated as Mixed Use Areas to encourage varied development and to allow flexibility.

19.36. The Mersey Edge Mixed Use Area (MUA10) is defined by, and dependent upon the delivery of the Liverpool John Lennon Airport Eastern Access Corridor. The airport is forecasting a period of significantly increasing passenger numbers [see CS(R)17]. The Airport Surface Access Strategy identifies the need for a new access road known as the 'Eastern Access Transport Corridor' to improve access to the airport. An indicative line for this road was previously identified in policy CS17 and on the Key Diagram in the Core Strategy Local Plan (2013).

19.37. To date the precise alignment of, and delivery mechanism for, the road had not been confirmed, but it is identified as a priority for the City Region and delivery options are being explored. The green belt gap between Liverpool / Speke and Hale is narrow, and the land to the west of the proposed access road has been assessed as performing a "significant contribution to green belt function". Against this, the new road will create a strong, defensible, green belt edge and the land to the west has potential to meet locally arising employment demand (JLR supply chain / SuperPort) and/or housing requirements.

⁴² Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court, non-residential education and training centres.

Consultation Draft

20. Halton's Environment

Consultation Draft

HEI: Natural Environment and Nature Conservation

- 20.1. Halton benefits from a range and diversity in landscapes and townscapes which identify the area's unique and beautiful natural environment. There are also a number of designated areas, identified for their unique landscape or rare habitats and species, which require protection from development which would be damaging and harmful. The council recognises the importance of these features and assets and the planning policies contained within this document provide the opportunity to ensure that not only are these features and assets protected, but where possible enhanced for the enjoyment of current and future generations.

Policy HEI: Natural Environment and Nature Conservation

1. Halton's natural environment will be protected, conserved and enhanced, to:
 - a. Protect and conserve the visual amenity, local character and distinctiveness of Halton; and
 - b. To conserve, manage and enhance the Borough's biodiversity and natural assets.

Designated Sites, Priority Habitats and Priority Species

2. Any development which may affect one of Halton's natural assets will be considered in line with the mitigation hierarchy:
 - a. Avoidance
 - b. Minimisation
 - c. Restoration
 - d. Offset
3. Development which may adversely affect the integrity of internationally important sites will only be permitted where there are no alternative solutions and there are imperative reasons of overriding public interest. This also applies to sites and habitats outside the designated boundaries that support priority species listed as being important in the designations of the internationally important sites.
4. Development which may cause significant harm will only be permitted for:
 - a. **Sites of National Importance** (including *Sites of Special Scientific Interest (SSSIs)*, *National Nature Reserves (NNRs)*): where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the national network;
 - b. **Sites of Local Importance** (including *Local Nature Reserves (LNRs)*, *Local Wildlife Site (LWS)* and *Local Geological Sites (LGS)*): where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the LCR Ecological Network; and
 - c. **Priority Habitats**: where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the habitat and its broader contribution to the LCR Ecological Network.
 - d. **Priority Species**: where it is demonstrated that no significant harm will result.
5. Where it has been demonstrated that significant harm cannot be avoided, appropriate mitigation, replacement or other compensatory measures will be required. For priority habitats, appropriate measures, informed by habitat type affected, will be required. The

location of appropriate mitigation, replacement or other compensatory measures will be targeted as follows:

- On site;
 - Immediate locality and / or within the Core Biodiversity Area;
 - LCR Nature Improvement Area within the Borough; and lastly
 - LCR Nature Improvement Area outside the Borough
6. Where significant harm resulting from development cannot be avoided, adequately mitigated or, as a last resort, compensated, then planning permission will be refused.
7. Development proposals which affect sites of nature conservation importance and / or priority habitats must be supported by an Ecological Appraisal including an Ecological Constraints and Opportunities plan showing details of avoidance, mitigation and /or compensation.

Non-Designated Sites and Habitats

8. To ensure the protection, conservation and enhancement of Halton's natural environment in accordance with **Core Strategy policy CS20**, development will be permitted provided that:
- a) It does not have a detrimental impact on the immediate area and the landscape character of the area within which it is located
 - b) Arrangements for the long term management and maintenance of any existing and proposed landscaping have been made
 - c) It does not result in the loss of important features such as trees, woodlands, walls, hedgerows, ponds or watercourses

Ecological Network

8. Priority should be given to improving the quality, linkages and habitat within the Liverpool City Region Ecological Network, including the Liverpool City Region Nature Improvement Area.
9. Development proposals within the Nature Improvement Area will be permitted where they complement the identified opportunities for habitat creation and / or habitat management, and are consistent with other policies in the Plan.

Justification

- 20.2. The Core Strategy sets out the hierarchical approach that will be used:
1. Sites of international importance including the Mersey Estuary Special Protection Area (SPA) and Ramsar site;
 2. Sites of national importance including Sites of Special Scientific Interest (SSSI) namely: the Mersey Estuary; Flood Brook Clough and Red Brow Cutting; and
 3. Sites of local importance including Local Nature Reserves (LNRs), Local Geological Sites, Local Wildlife Sites, Ancient Woodland, and habitats and species identified in Halton's Biodiversity Action Plan (BAP).

- 20.3. Smaller individual features can combine to establish a character and identity of an area. These elements, such as trees, hedgerows and water courses often provide recognisable boundaries to settlements help establish an identity of that area. These features should be protected as their loss, either individually or cumulatively, could have a potential impact on both the immediate and wider character of the landscape. Each of these natural assets contributes to part of the wider ecological network.
- 20.4. Paragraph 9 of NPPF recognises that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, in line with wider Government policy set out in 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011). Other national policy for nature conservation is set out in paragraphs 109 to 119 of NPPF. This complements legal duties and requirements for nature conservation set out in a range of legislation including the Natural Environment and Rural Communities (NERC) Act 2006 and the Habitats Regulations 2010 (as amended).
- 20.5. Priority habitats are 'habitats of principal importance' for the conservation of biodiversity in England. They are identified as being the most threatened and in need of conservation action. The Council, together with other public bodies (such as the Environment Agency), has a duty under section 40 of the Natural Environment and Rural Communities Act (NERC) Act 2006 to conserve biodiversity when carrying out its normal functions. This 'biodiversity duty' includes priority habitats. Priority habitats sit outside the designated site hierarchy and may be of national (e.g. Ancient woodlands) or, sometimes, local importance.
- 20.6. Priority species are 'species of principal importance' for the conservation of biodiversity in England. The Council, together with other public bodies (such as the Environment Agency), has a duty under section 40 of the Natural Environment and Rural Communities (NERC) Act (2006) to conserve biodiversity when carrying out its normal functions, and this 'biodiversity duty' encompasses priority species.
- 20.7. An Ecological Appraisal, which should be carried out by a suitably competent ecologist must support planning applications which affect sites of nature importance and / or priority habitats and species. The Ecological Appraisal must:
- i. Include a desktop study and consultation with rECORd to identify any records for protected and/or notable species, sites and habitats on, or within 1km of, the site boundary;
 - ii. Include an Extended Phase I Habitat survey to identify the habitats present on and adjoining the site, with maps and target notes appended to the report, in accordance with methods set out in the JNCC Handbook for Phase I Habitat Survey;
 - iii. Identify the potential for protected and/or notable species and any requirements for specialist surveys e.g. breeding birds, bats, water vole. Where specialist surveys are required, the report should identify when these surveys will be undertaken;
 - iv. Identify any ecological impacts, notably on for designation of the internationally important sites, as a result of construction work or future site use and suggest measures for avoidance and/or mitigation – an Ecological Constraints and Opportunities plan.
 - v. Identify opportunities to make the most of the contribution of the proposed development to biodiversity in line with the requirements of NPPF paragraphs 117 and 118 and would contribute towards the biodiversity duty set out in Sections 40 and 41 of

the Natural Environment and Rural Communities Act (NERC) 2006. (Merseyside Environmental Advisory Service may be able to provide further information to the applicant as the scheme progresses.)

- vi. Identify any invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 as amended, present on the site or within 7m of the site boundary. The location and extent of any invasive species should be shown on a scaled plan included with the survey report.
- 20.8. Development should be designed to ensure the health and future retention of existing trees, including veteran trees, and hedgerows are not compromised.
 - 20.9. The provision of landscaping can visually enhance an area and support local biodiversity. In considering any proposals, the Council will need to be satisfied that they have been informed by and taken into account the current Halton Biodiversity Action Plan and Landscape Character Assessment.
 - 20.10. The local authorities in the city region have worked together to prepare the Ecological Network as a joint evidence base and to help plan for biodiversity at a landscape-scale. The Liverpool City Region (LCR) Ecological Network draws together the evidence (for example, nature site designations and priority habitats) and indicates strategic priorities and opportunities in Halton and across the city region.
 - 20.11. The LCR Ecological Network includes a Core Biodiversity Area of designated nature and geological sites and priority habitats. It also includes linking networks and strategic and district priorities for habitat creation and enhancement. The strategic priorities are set out in sixteen Nature Improvement Focus Areas which together make up the LCR Nature Improvement Area.
 - 20.12. The local authorities in the City Region also continue to work together, and are committed, to helping manage visitor pressure on the internationally important designated sites.

HE2: Heritage Assets and the Historic Environment

- 20.13. Halton's historic environment provides the Borough with a range of heritage assets which are not only of historical value but provide a social and economic resource and ultimately contribute to the character of the Borough. These assets should therefore be conserved and where possible enhanced for current and future generations and to ensure a strong sense of place and improve local distinctiveness.
- 20.14. Halton Borough Council has a duty to conserve and enhance the significance, character and appearance of the Borough's historic environment when carrying out its statutory functions and through the planning system.

Policy HE2: Heritage Assets and the Historic Environment

1. Heritage Assets and their settings are an irreplaceable resource. Heritage assets in Halton which are recognised as being of special historic, archaeological, architectural, artistic, landscape or townscape significance will be preserved. Accordingly the Council will apply a presumption in favour of their preservation.
2. These Heritage Assets include:
 - a. Listed Buildings and Locally Listed buildings;
 - b. Conservation Areas;
 - c. Scheduled Ancient Monuments and Archaeological sites; and
 - d. Other places, spaces, structures and features which may not be formally designated but are recognised as significant elements of Halton's heritage.

Designated Heritage Assets

3. Development of designated heritage assets and their settings must:
 - a. Be based on an analysis of their significance and the impact of proposals upon that significance;
 - b. Conserve, or where possible enhance, the asset or its setting;
 - c. Ensure that significance of the asset is not compromised;
 - d. Protect, or where appropriate, restore original or historic fabric;
 - e. Enhance or better reveal the significance of assets;
 - f. Take account of:
 - i. Topography, landscape, setting and natural features;
 - ii. Existing townscapes, local landmarks, views and vistas;
 - iii. The architecture of surrounding buildings;
 - iv. The quality and nature of materials;
 - v. Established layout and spatial character;
 - vi. The scale, height, bulk and massing of adjacent townscape;
 - vii. Architectural, historical and archaeological features and their settings; and
 - g. Be accompanied by a Heritage Statement.
4. Where it has been demonstrated that potential harm to, or the loss of, a designated heritage asset, including its setting cannot be avoided, the Council will expect the

development proposal to:

- a. Demonstrate that, firstly, all reasonable efforts have been made to sustain the heritage asset and secondly, to mitigate the extent of the harm to the significance of the asset;
- b. Provide a clear and convincing justification as to why that harm is considered acceptable. Where that case cannot be demonstrated, proposals will not be supported.
- c. Justify the level of harm in relation to the public benefits that may be gained by the proposal.
- d. Include appropriate legal agreements or planning obligations to secure the benefits arising from a development proposal where the loss, in whole or in part, of a heritage asset is accepted.
- e. Appropriately record the asset.

Listed Buildings

5. Development proposals will be required to safeguard or enhance listed buildings.
 - a. The demolition of any listed building will only be permitted in exceptional circumstances, which outweigh the case for retention.
 - b. The Council will not permit uses, alterations or extensions that would be detrimental to the significance of the Listed Building including fabric, appearance, historic interest or setting.
 - c. The rehabilitation, maintenance repair and enhancement of listed buildings will be encouraged.

Conservation Areas

6. Development within or affecting the setting of Conservation Areas as illustrated on the policies map must:
 - a. Retain and enhance characteristic features and detailing, and avoid the introduction of design and materials, that may undermine the significance of the Conservation Area;
 - b. Retain elements identified as contributing positively to, and seek to improve or replace elements identified as detracting from, the Conservation Area;
 - c. Ensure the significance of heritage assets is understood and conserved;
 - d. Avoid harm to any heritage asset. Proposals that may cause harm must be exceptional in relation to the significance of the asset, and be clearly and convincingly justified in line with national policy; and
 - e. Be supported by Conservation Area Appraisals, where appropriate, to help increase understanding and respect the significance, special character, context, appearance and historical importance.

Scheduled Monuments

7. Planning permission will be refused for development proposals that would have an adverse impact upon a Scheduled Monument or its setting, or unscheduled site of local, regional or national importance or their settings.

Archaeology

8. Development within sites of known or potential archaeological interest applications must be accompanied by an appropriate assessment of the archaeological impact of the development. A field evaluation prior to the determination of the planning applications may also be required.
9. Where development is proposed affecting an unscheduled site of known archaeological interest then archaeological investigations will need to be carried out to establish a mitigation and/or excavation strategy prior to development being permitted.
10. Where necessary to secure the protection of the heritage asset or a programme of archaeological mitigation, conditions will be attached to permissions. These may include requirements for detailed agreement on ground impacts and programmes of archaeological investigation, building recording, reporting and archiving.

Non-designated Heritage Assets

11. The Council will seek to conserve non-designated heritage assets including those on the Halton Local List of buildings of architectural / historic interest and encourage their sympathetic maintenance and enhancement. Alterations or extensions to non-designated heritage assets will be expected to achieve a high standard of design.

Justification

- 20.15. Heritage assets are defined as buildings, monuments, sites, places, areas and landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. Many of the Borough's heritage assets are undesignated but warrant no less consideration as such. The Council will expect all proposals affecting heritage assets to be designed to a high standard, taking into account the relevant individual characteristics.
- 20.16. Designated heritage assets are those that are recognised as having national heritage significance and/or benefiting from statutory protection and comprise:
 - i. Conservation Areas
 - ii. Listed Buildings
 - iii. Scheduled Monuments
 - iv. Registered Parks and Gardens⁴³
 - v. Registered Battlefields⁴⁴
 - vi. World Heritage Sites⁴⁵
- 20.17. Non-designated heritage assets are locally important heritage assets which often have a strong local affinity or association and comprise:
 - i. Areas of Archaeological interest (including Areas of Archaeological Potential and Sites of Archaeological Importance)
 - ii. Buildings of local architectural or historic interest (Local List)

⁴³ None located in Halton

⁴⁴ None located in Halton

⁴⁵ None located in Halton

- iii. Locally important assets not on the Local List
 - iv. Locally significant historic parks and gardens
 - v. Other locally important heritage landscapes
- 20.18. Some heritage assets are only revealed through the development process and where this is the case, proposals may need to be amended to take account of their presence.
- 20.19. All applications that are considered to affect a heritage asset (both designated and non-designated assets) are required to include an assessment of significance of any heritage assets affected. This should involve an assessment of any contribution made by their setting. The level of detail should be proportionate to the asset's importance, and sufficient to understand the potential impact of the development on that significance.
- 20.20. A Heritage Statement is required under paragraph 128 of the NPPF and should accompany all applications that affect heritage assets.
- 20.21. The Council maintains a list of buildings of local architectural / historic interest separate to those statutorily listed for the Borough. These buildings are not subject to additional statutory controls, but the Council will encourage their preservation.
- 20.22. In judging the impact of any alterations on a Listed Building, it is essential that there is a thorough understanding of the elements that contribute toward the significance of the asset, which may comprise a variety of features including windows, staircases internal layouts and external landscaping, which make up the special interest of the building in question. Many Listed Buildings can sustain some degree of sensitive alterations; however this can vary and is greatly dependent on the significance of the asset.
- 20.23. Conservation Areas are about the quality and interest of the areas, and not just the individual buildings. Therefore, particular attention must be given to the details such as the floorspace, street furniture, street lighting and public spaces. The council will encourage proposals which seek to enhance these features. When determining any development proposals affecting a Conservation Area, the council will take into account the impact on views into and across the area, important greenspaces either within or near to the area and its wider landscape setting.
- 20.24. A setting is the surroundings around a heritage asset. All heritage assets have a setting, whether they are designated or not. Settings are generally more extensive than a curtilage, and its perceived extent may change as an asset and its surroundings evolve or as an understanding of an asset improves.
- 20.25. In making its assessment the Council will require evidence of an appropriate scale to be provided setting out:
- i. the significance of the heritage asset, in isolation and as part of a group as appropriate, and its contribution to the character or appearance of the area;
 - ii. the degree of harm to the Borough's overall heritage that would result from the loss of this heritage asset;
 - iii. the public benefit arising from the alternative proposals for the site;

- iv. the condition of the asset and the cost of any repairs and enhancement works that need to be undertaken; and
- v. the adequacy of efforts made to sustain existing uses or find viable new uses.

Consultation Draft

HE3: Halton's Waterways and Waterfronts

20.26. One of the defining characteristics of the Borough of Halton are its unique waterways and waterfronts. This includes the Mersey Estuary which both divides and unites the principal towns of Runcorn and Widnes, the Manchester Ship Canal, the Bridgewater Canal, St Helens Canal and the Weaver Navigation. Halton's waterways provide an attractive setting for waterside development, are a recreational resource and contribute to the Borough's 'sense of place'.

Policy HE3: Halton's Waterways and Waterfronts

1. The natural habitat and setting of the waterways and associated banks will be protected and enhanced. Where appropriate, public access, continuous green infrastructure links, towpaths and heritage value along the waterfront should be maintained, improved and extended for the purposes of nature conservation, leisure, recreation, education and economic activity.
2. To protect the benefits the water environment provides, it is essential to prevent it deteriorating. This will help to protect both wildlife and people's health and well-being. Therefore the Council will expect all development to take into consideration the objectives of the Water Framework Directive and the relevant River Basin Management Plan.

Waterside Development

3. Development alongside Halton's waterfronts should ensure that:
 - a. Public access to the waterway is improved, including those with impaired mobility;
 - b. Natural habitats are protected and enhanced;
 - c. Habitat creation is considered throughout the design stage;
 - d. Opportunities to connect identified habitats, species or features are taken;
 - e. Significant waterside buildings and their settings are retained and enhanced;
 - f. New development presents a public face to the waterway and is in keeping with local character in terms of scale, design and materials;
 - g. Proposals contribute to environmental enhancements including lighting, signage and landscaping;
 - h. Proposals in the vicinity of Halton's waterfront take into account the potential for localised flooding; and
 - i. Conflicts or issues relating to public safety would not be caused.
4. Proposals which reuse brownfield land and make a positive contribution to the character and appearance of the waterfront area will generally be supported.
5. The unique natural habitats of Halton's waterways and their waterfronts should be considered at an early stage in the development process. Where loss of habitat is unavoidable, mitigation measures will be required in accordance with HE2: Nature Conservation.
6. Proposals (where appropriate) for recreation and tourism involving Halton's waterways

and waterfronts will generally be supported, particularly where they enhance the character and accessibility of waterfront areas and do not prejudice operational requirements.

7. Waterfront areas in Halton's Key Areas of Change should support planned development and regeneration opportunities in these areas. In the Key Areas of Change there will be a particular emphasis on enhancing the character and accessibility of waterfront areas.
8. Waterside development will not be permitted should it have an unacceptable effect on water quality or cause significant run-off.
9. Ecological assessments will be required for development along waterfronts where sensitive habitats, protected species or the function of waterways may be affected.
10. Developers (where appropriate) will be required to consult the owners of any waterways for any works that might affect the integrity of the waterway or linkages (for instance to towpaths).
11. The Council supports the reinstatement of the Runcorn Locks (as shown in the indicative alignment on the Policies Map) and as such will protect the alignment from inappropriate development.

Coastal Change Management Areas

12. Proposals within or adjacent to Coastal Change Management Areas (as shown on the Policies Map) will be supported where the proposal requires a coastal location and:
 - a. The proposal relates to the recreational use of the area and is of a scale and nature which will not adversely affect the landscape quality, nature conservation, and archaeological value of the coast; or
 - b. The proposal is necessary for reasons of human health or public safety or for beneficial consequences of primary importance for nature conservation.

Justification

20.27. The Borough's waterways provide an attractive waterfront setting and support a range of potential benefits and opportunities for employment, leisure and recreation. The Council supports development and projects along Halton's waterfronts which will deliver enhancements to this important natural environment as well as ensuring that development benefits from this unique and high quality environment.

20.28. The environmental objectives of the Water Framework Directive are:

- to prevent deterioration of the status of surface waters and groundwater
- to achieve objectives and standards for protected areas
- to aim to achieve good status for all water bodies or, for heavily modified water bodies and artificial water bodies, good ecological potential and good surface water chemical status
- to reverse any significant and sustained upward trends in pollutant concentrations in groundwater

- the cessation of discharges, emissions and losses of priority hazardous substances into surface waters
- progressively reduce the pollution of groundwater and prevent or limit the entry of pollutants

- 20.29. Waterways and waterfront areas are particularly important for their biodiversity and natural habitats. They provide important wildlife corridors, enabling the movement of wildlife through the Borough. All new development should consider the potential for habitat creation and ensure that existing wildlife habitats are retained and enhanced. Ecological assessments for individual development sites will be necessary to provide a detailed description of the habitats, features and species present and to identify key issues for consideration. Where existing habitats and features of value are present, provision should be made for their retention and enhancement as part of the site layout. This will require consideration at an early stage in the design process. Development should also ensure that, where appropriate and where loss of habitat is unavoidable, mitigation measures are taken for protected species, biodiversity and geodiversity. This should be in accordance with policy NH2: Natural Environment.
- 20.30. Waterways and their waterfronts also have a considerable potential as a resource for recreation and tourism. They can provide linear recreation routes for walkers, cyclists and horse-riders, they provide opportunities for water-based recreation, such as fishing, canoeing and pleasure boating, and provide a pleasant environment for both active and passive recreational pursuits. Opportunities to support Halton's recreation and tourism offer through waterfront development will be supported. However, consideration should also be given to commercial uses and operational issues. This will be particularly important for the Manchester Ship Canal.
- 20.31. Opportunities to enhance the character and accessibility of waterfront areas should be taken. This will be particularly important in the Key Areas of Change where there is a large impetus for change. Further information relating to opportunities along waterfront areas within the Key Areas of Change can be found in the appropriate Key Areas of Change policies.
- 20.32. Development will also be expected to contribute to environmental enhancements along waterfronts, this should include enhanced lighting, signage and planting. Environmental enhancements may also include gateway features and public art at key sections / nodes or to highlight landmark buildings along the waterfront.
- 20.33. The re-instatement of the Runcorn Locks on the previous alignment is supported in principle. The route is currently severed by road infrastructure linking the Silver Jubilee Bridge, which would have to be removed as part of a wider de-linking scheme before the former canal locks could be reinstated. This would allow the linking of the Bridgewater Canal between Runcorn Old Town and Runcorn Waterfront and onto the Manchester Ship Canal. Access to the Manchester Ship Canal by leisure traffic is likely to be subject to special restrictions, however, this has the potential to create a second Cheshire Canal Ring further encouraging and supporting the leisure and recreational potential of the Bridgewater Canal.

HE4: Green Infrastructure

20.34. Green Infrastructure is a network of multi-functional green spaces, urban and rural, which are capable of delivering a wide range of environmental, economic and quality of life benefits for local communities. Therefore Green Infrastructure is considered a key part of our infrastructure, similar to water, waste, transport and energy infrastructure.

Policy HE4: Green Infrastructure

1. All development will be expected to incorporate high quality green infrastructure that:
 - a. Creates and/or enhances green infrastructure networks and provides links to green infrastructure assets;
 - b. Addresses climate change and reduces the risk of flooding through the provision of sustainable urban drainage systems where appropriate and measures to address surface water run off;
 - c. Protects and enhances biodiversity and heritage assets;
 - d. Encourages physical activity, enjoyment, education and social interaction;
 - e. Improves access for pedestrians, cyclists and horse-riders;
 - f. Encourages local food production; and
 - g. Increases investors and visitors by enhancing the quality of the landscape and townscape.
2. Development within a designated, or proposed, Green Infrastructure asset (including Nature Conservation Sites, Greenspaces, the Greenway Network and LCR Ecological Networks), as defined on the Policies Map, will be permitted where:
 - a. it is ancillary to the enjoyment of the asset and does not compromise the integrity or potential value of the asset; or
 - b. the development does not compromise the integrity or potential value of the asset and it is of a scale, form, layout and design which respects the character of the Borough's green infrastructure network and it would maintain the linkages without compromising the integrity or potential value of the asset; or
 - c. the loss of the asset is appropriately compensated for.
3. Appropriate compensation may include:
 - a. Suitable replacement of the asset, in terms of size, linkages to the green infrastructure network, amenity value, quality and accessibility; or
 - b. Improvement or enhancements that would raise the overall amenity value, quality, use and multi-functionality of the greenspace.

Normally, these compensatory measures would be expected to be delivered as part of the proposed development, financial contributions would need to be justified.
4. The Council will normally support opportunities to add to the green infrastructure network, particularly through partnership and cross boundary working.

Justification

- 20.35. Planned, implemented and managed appropriately, our natural environment can provide a range of benefits to support our economy and improve quality of place and life.
- 20.36. Green Infrastructure has a potentially important role to play in mitigating the impacts of extreme weather events, particularly extended heat waves. In addition, Green Infrastructure helps support biodiversity and makes an important contribution to the quality of the environment. Access to beautiful and well-maintained green spaces such as parks and gardens, country parks and wildlife areas, supports both physical and mental health and well-being.
- 20.37. For the purposes of Halton's Local Plan, Green Infrastructure is defined as:
- a. **Parks and Gardens** – including parks and regional parks
 - b. **Amenity Green Space** – including informal recreation spaces, greenspaces in and around housing
 - c. **Outdoor Sports Facilities** – including formal playing fields, golf courses and other outdoor sports areas
 - d. **Natural and semi-natural Greenspaces** – including woodlands, scrub, grassland, heath or moor, wetlands, open and running water and bare rock habitats
 - e. **Green Corridors** – including rivers and canal banks, road and rail corridors, bridleways, cycling routes, pedestrian paths, the Greenway Network and rights of way
 - f. **Other** – including agricultural land, allotments, community gardens, cemeteries and church yards
- 20.38. Provision of multi-functional Green Infrastructure should create: places for outdoor relaxation and play; space and habitat for wildlife; opportunities to access nature; climate change adaptation; opportunities for environmental education; space for local food production; improved health and wellbeing; reduced air, water and noise pollution; green transport routes to promote walking and cycling; and improved quality of place. It can also play a major role in attracting economic growth and investment, increasing land and property benefits, promoting tourism, and increasing business productivity.
- 20.39. Better links between green infrastructure assets can increase accessibility, leisure and recreation opportunities, improve links for biodiversity, increase tourism and make better use of urban green spaces. Improved access for pedestrians, cyclists and horse riders can help to reduce the need to travel by car and improve links for tourism, recreation, leisure and employment. Benefits can be achieved through:
- i. Physical connections;
 - ii. Visual connections;
 - iii. Pleasant and safe pedestrian and cycle routes;
 - iv. Improvements to rights of way network;
 - v. Use of shared spaces;
 - vi. Tree lined streets;
 - vii. Landscape buffer zones; and
 - viii. New parks and Greenspaces.

HE5: Trees and Landscaping

20.40. Woodlands, Trees and Hedgerows are an important visual and ecological asset, they provide a significant contribution to an areas distinctiveness as well as playing an important role in mitigating and addressing climate change. Whilst the landscape of Halton encompasses all outdoor space, from town centre squares and pedestrian precincts, to the Green Belt and open countryside, each playing a key part in creating a distinct local character.

Policy HE5: Trees and Landscaping

Woodlands, Trees and Hedgerows

1. Tree Survey information must be submitted with all planning applications where trees are present on site. The Survey should include information in relation to protection, mitigation and management measures.
2. Planning permission will not normally be permitted where the proposal adversely effects trees, woodlands and hedgerows which are:
 - a. Protected by a Tree Preservation Order (TPO);
 - b. Ancient woodlands or veteran trees;
 - c. In a Conservation Area; or
 - d. Within a recognised Nature Conservation Asset⁴⁶.
3. There will be a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site.
4. Where development is likely to result in the unavoidable loss of, or threat to, the continued health and life expectancy of, woodlands, trees or hedgerows the Council will require the impacts to be satisfactorily addressed through appropriate mitigation, or where this can be demonstrated to be not feasible, compensation or offsetting.

Landscaping

5. All development will be required to conserve the character and quality of the local landscape, and enhance and effectively manage the historic, natural and man-made landscape features that contribute to local distinctiveness of the landscapes.
6. Development proposals will be required to include hard and soft landscaping that:
 - a. reflects the character of the area through appropriate design and management;
 - b. is well laid out in terms of access, car parking and the living conditions of future occupiers and neighbours;
 - c. achieves a suitable visual setting for the development;
 - d. provides sufficient space for new, or existing, trees and planting to grow;
 - e. supports biodiversity; and

⁴⁶ Including but not limited to Ramsar sites, Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Local Wildlife Sites (LWSs), Local Geological Sites (LGSs), Priority Habitats and Core Biodiversity Areas identified in the LCR Ecological Network.

- f. where appropriate, provides suitable and appropriate mitigation for the restoration of damaged landscape areas.

Justification

- 20.41. The Government's Forestry and Woodlands Policy Statement 2013 states that 'the protection of the UK's trees, woods and forests, especially ancient woodland is a top priority' and 'new and better managed woodland also has a role in making our rural and urban landscapes more resilient to the effects of climate change'. Therefore the Council will operate a presumption in favour of retaining and enhancing all existing tree, woodlands and hedgerow cover. Where there is an unavoidable loss of trees, woodlands and/or hedgerows, the Council will encourage a replacement, ideally to be located on site or in the vicinity of the site or local area. Where this is not possible it will be sought for off-site provision to be located where the Council sees fit. The type of tree, woodland and/or hedgerow to be provided will be decided in discussion with the Council and trees will be expected to be of semi-maturity. Where the proposal affects ancient woodland or veteran trees the Council will follow the Standing Advice from Natural England.
- 20.42. A Tree Survey should be undertaken by a competent arboriculturalist. It should record information about trees on and adjacent the site. The purpose of the tree survey is to identify the quality and (non-fiscal) value of the existing tree stock, allowing informed decisions to be made concerning which trees should be removed or retained as a result of any proposed development. The completed tree survey should be made available to designers prior to and / or independently of any specific development proposals, so as to inform sustainable site layout from the start.
- 20.43. Developers will also be required to provide appropriate management measures and implementation to protect newly planted trees. Where construction works are permitted on sites with existing tree, woodlands and/or hedgerow cover then appropriate management measures will be required to be implemented to safeguard existing cover.
- 20.44. Landscape encompasses all outdoor space, from town centre squares and pedestrian precincts, to the Green Belt and open countryside: all forms of development impact upon the landscape to some degree and this needs to be assessed to determine its significance, ensure development is designed to integrate into its setting and to identify possible mitigation.
- 20.45. The impacts of proposed developments upon existing landscape and views of the surrounding area should be assessed as part of the planning process. This can include assessing the suitability of landscape schemes (often submitted as part of a planning application), and negotiating any improvements.
- 20.46. Landscape proposals will usually be required for most developments, ranging from residential proposals, retail schemes, commercial and mixed-use sites. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of the area. Landscaping schemes will be especially important sites in prominent locations such as along

main road frontages, important transport corridors, Key Areas of Change, redevelopment sites and areas of high townscape or landscape quality.

- 20.47. Careful consideration should be given to the existing character of a site, its topography and how any features such as surface treatments, furniture, lighting, boundary treatments, and other structures are to be appropriately used and how planting and trees may mature over time. In line with Core Strategy Policy CS20, developments will be expected to have particular regard to the landscape character and provided guidelines as set out in Halton's Landscape Character Assessment, including any future updates.

Consultation Draft

HE6: Greenspace and Outdoor Sports Provision

Policy HE6: Greenspace and Outdoor Sports Provision

1. Proposals for the provision, enhancement and / or expansion of amenity or recreational Greenspace (including outdoor sports facilities, amenity greenspace, provision for Children and Young People, Parks and Gardens, Allotments & Community Gardens) will generally be supported where they are accessible by public transport, walking and cycling.
2. Any ancillary facilities such as club houses, changing facilities, car parking, fencing or lighting must be of a high standard of design, of an appropriate material and must have a suitable layout. The location of such facilities must be well related and sensitive to the topography, character, uses of the surrounding area and, where appropriate, the openness of the Green Belt.
3. Development that would result in the loss of an existing amenity or recreational Greenspace will only be permitted where the following criteria can be met:
 - a. It can be demonstrated that the Greenspace or outdoor sports facilities is surplus to requirements against the Council standards, and the proposed loss will not result in a likely shortfall during the plan period; or a
 - b. Replacement Greenspace or outdoor sports facilities are provided of at least equivalent quality and quantity, and in a suitable location to meet the needs of users of the existing Greenspace or outdoor sports facility; and in all cases
 - c. The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area.
4. Standards for Outdoor Sports Facilities and Playing Pitches will be set out in the latest Playing Pitch Strategy, and will be taken into consideration when assessing development proposals for sport and recreation facilities.

Justification

20.48. Publicly accessible Greenspace and outdoor sports provision have a vital role to play in helping to promote more healthy lifestyles.

20.49. The NPPF clearly recognises the role of sport and recreation as a fundamental part of sustainable development, and expects local authorities to plan positively for these needs and demands accordingly. The protection and provision of opportunities to participate in sport is seen as fundamental to the health and well-being of communities (NPPF, section 8), meaning that local authorities must plan and provide accordingly through policy.

20.50. When considering proposals for the provision, enhancement and / or expansion of amenity or recreational Greenspace or an outdoor sports facility the following considerations will be taken into account:

- i. The benefit of the proposal to sport and how it meets the sporting needs of the area;
- ii. Good design, which ensure that any facility is fit for purpose; and

- iii. The benefit to sport of maximising the use of existing provision by enhancing ancillary facilities.

Consultation Draft

HE7: Pollution and Nuisance

20.51. This policy together with CS23: Managing Pollution and Risk looks to ensure that development takes into account the potential environmental impacts on people, buildings, land, air and water arising from the development itself and any former use of the site, including, in particular, adverse effects arising from pollution and nuisance.

Policy HE7: Pollution and Nuisance

1. Applications for development that risks negatively impacting on the quality of the environment through:
 - a. air pollution;
 - b. noise nuisance;
 - c. odour nuisance;
 - d. light pollution and nuisance;
 - e. land and soil contamination;
 - f. water pollution; and
 - g. other forms of pollution and nuisance,must be accompanied by an appropriate impact assessment and, where necessary, demonstrate that mitigation measures have been incorporated through a mitigation scheme.
2. Where risks for pollution and nuisance are identified, planning permission will be granted for development providing:
 - a. The level of air borne pollutants caused by the proposed development does not exceed statutory guidelines, unless appropriate mitigation measures are agreed.
 - b. Noise nuisance is not likely to cause a significant increase in ambient noise levels for either day or night time conditions.
 - c. Odour which can be detected beyond the boundary of the site and that is detrimental to neighbouring and / or local amenity is kept to a practical minimum.
 - d. External lighting proposals avoid unnecessary light pollution beyond the specific area intended to be lit.
 - e. Appropriate pollution control measures are incorporated where necessary to protect both ground and surface waters.
3. In addition to the above, development should ensure that the direct, indirect and cumulative effects of pollution and nuisance will not have an unacceptable negative impact on:
 - a. health;
 - b. public safety;
 - c. quality standards;
 - d. investment confidence;
 - e. visual obtrusion;
 - f. the natural environment;
 - g. general amenity; and
 - h. proposed land allocations shown on the Policies Map

4. Development near to existing sources of pollution or nuisance will not be permitted if it is likely that those existing sources of pollution will have an unacceptable impact on the proposed development and it is considered to be in the public interests that the existing sources of pollution should prevail over the proposed development. Exceptions may be permitted where the applicant submits satisfactory proposals to substantially mitigate the effects of existing sources of pollution on the development proposals.

Air Quality Management Area (AQMA)

5. Development should contribute to the reduction in air pollutants as specified by an AQMA.
6. Development will not be permitted where:
 - a. It could result in the designation of a new AQMA; or
 - b. It would conflict with the proposals in the Plan or Strategy for the AQMA.

Justification

- 20.52. When the location or characteristics of a proposed development give rise to concern that the development would cause pollution or nuisance to surrounding people, properties or the environment, the Council will require an appropriate impact assessment to be undertaken by a suitably qualified person so that the potential effects can be properly understood. The subject and scope of these assessments will vary depending on the scale and type of development being proposed. Assessments that may be required under this policy include:
- i. Noise Assessments
 - ii. Low Emission Assessment
 - iii. Hydrological or drainage reports
- 20.53. Unacceptable levels of pollution include emissions that are in excess of those set by regulatory authorities. It should be taken into consideration that levels set by regulatory authorities may change over the lifetime of the plan and it is the responsibility of the applicant to ensure that the current guidance is taken into consideration in any development application.
- 20.54. Any development which has the potential to pollute or cause nuisance must demonstrate that appropriate mitigation measures have been incorporated. Where proposals are considered acceptable in principle, conditions may be attached to the planning permission, for instance in relation to the hours of operation and the nature of activities in order to mitigate any adverse effects.
- 20.55. The policy also aims to ensure that development near to established pollution sources will not be supported if it is likely that those existing sources of pollution will have an unacceptable effect on proposed development. However, it should be noted that the Local Plan allocates land in such a way as to generally minimise unnecessary conflict between different land uses.

HE8: Contaminated Land

20.56. The domination of Halton's past and current economy by industry has left a legacy of pollution, particularly ground contamination which presents a physical and financial barrier for development to overcome. This policy aims to implement the planning requirements of the Environmental Protection Act 1990 and the Contaminated Land (England) Regulations 2000.

Policy HE8: Contaminated Land

1. An applicant proposing development on, or near a site, where contamination may potentially exist, should carry out sufficient investigation, so as to establish the nature and extent of the contamination and should have regard to:
 - a. Findings of a preliminary land contamination risk assessment (including a desk study, conceptual model and initial assessment of risk);
 - b. Compatibility of the intended use with condition of land;
 - c. The environment sensitivity of the site; and
 - d. After-care measures where appropriate should include details of a programme of implementation.Results of this investigation should be submitted to the Council as part of the planning application.
2. Development will not be permitted unless practicable and effective measures are taken to treat, contain or control any contamination so as not to:
 - a. Cause contamination of the soil or sub-soil;
 - b. Expose the occupiers of the development and neighbouring land uses, including in the case of housing, the users of gardens, to unacceptable risk;
 - c. Threaten the structural integrity of any building built, or to be built on or adjoining the site;
 - d. Lead to contamination of any watercourse, water body or aquifer;
 - e. Cause the contamination of adjoining land, or allow such contamination to continue;
 - f. Have an adverse effect upon natural habitats and ecosystems;
 - g. Have an adverse effect upon protection of heritage assets, above or below ground.
4. Where possible, contamination should be treated on site utilising sustainable remediation technologies.
5. Any permission for development will require that the remedial measures explain how and when they will be implemented and any arrangements for monitoring the effectiveness of the required actions. Requirement to undertake work associated with contaminated land will be controlled by either planning conditions or where necessary by planning obligations.

Justification

20.57. The term 'Contaminated land' describes land polluted by, for example: heavy metals like arsenic, cadmium and lead; oils, tars and their derivatives; chemical substances and

preparations such as solvents; gases, particularly methane and carbon dioxide; asbestos; and radioactive material; all of which may harm fauna, flora, water resources and construction components. Contaminated land is defined in section 78(A) of the Environmental Protection Act 1990 as any land which appears to the local Authority in whose area it is situated to be in such condition by reason of substances in, on or under the land that:

- i. Significant harm is being caused, or there is a significant possibility of such harm being caused or
- ii. Pollution of controlled waters is being, or is likely to be caused.

20.58. Redeveloping such land provides an opportunity to remediate the site of any contamination so that any threat to health, the environment and the structure itself is negated. Therefore the Council wishes to encourage the use of previously developed land and seeks to ensure appropriate uses of such sites and secure appropriate treatment of sites affected by contamination.

20.59. Development on or near to contaminated land can cause the release of contaminants which may result in significant harm to the local environment, and population, It is therefore necessary to assess any risk and identify appropriate remediation measures necessary to make the land developable or to reduce harm to the existing environment and to ensure that potential sources, new receptors and pathways ('pollutant linkages') are not introduced. It is advisable to liaise and discuss proposals as early as possible with the Council and other appropriate bodies so that a clear understanding of the implications and requirements of the agreed mitigation measures is known.

HE9: Water Management and Flood Risk

20.60. In recent years, planning policy relating to flood risk has evolved to reflect the greater concern and awareness of the consequences of flooding has to the health and safety of the general public. Parts of Halton are at risk from different sources of flooding including, main rivers, ordinary watercourses, surface water runoff, sewer flooding and the residual risks associated with artificial water bodies such as the Bridgewater Canal, the Manchester Ship Canal and reservoirs.

Policy HE9: Water Management and Flood Risk

Flood Risk and Management

1. Development will only be permitted where it would not be subject to unacceptable risk of flooding; and would not unacceptably exacerbate risk of flooding elsewhere. Where it is practicable existing flood risks should be reduced.
 - a. Within Flood Zone 3b
 - i. New development will not be permitted, unless in exceptional circumstances such as for essential infrastructure or where development is water compatible.
 - ii. Redevelopment of existing built development will only be permitted if the proposals are of a compatible use class and would not result in loss of flood plain or increase flood risk elsewhere.
 - b. Within Flood Zone 2, 3a and 3b
 - i. Sites within these categories will be subject to the sequential test and if there are no alternative locations for the development the exception test must be applied.
 - ii. If development is permitted within these zones, floor levels of development should be situated above the 1% (1 in 100yrs) event levels (adjusted for climate change)
 - iii. A Flood Risk Assessment will be required.
 - c. Within Flood Zone 1
 - i. A Flood Risk Assessment will be required for development proposals of 1ha or more
2. Development in an area susceptible to flooding should include flood resistant and / or resilient measures to mitigate potential flood risks, including safe access and escape routes where required; and it should be demonstrated that residual risks can be safely managed.
3. Within sites at risk of flooding the most vulnerable parts of proposed development should be located in areas of lowest risk unless there are overriding reasons to prefer different locations.
4. In locations where strategic flood defence or adaptation measures are necessary within the site itself, proposals will be required to demonstrate how measures have been incorporated as an intrinsic part of the scheme in a manner which meets the requirements flood risk.

5. All development, including that on open land that is not part of a defined floodplain, must ensure that it is not vulnerable to surface water, sewer and groundwater flooding.
6. All development proposals must take account of relevant Surface Water Management Plans, Catchment Flood Management Plans, related flood defence plans and strategies including the Local Flood Risk Management Strategy, the Strategic Flood Risk Assessments (SFRA) and the Halton Sustainable Urban Drainage Guidance.

Flood Water Storage

7. The Council will work with appropriate stakeholders, landowners and developers to identify land to be safeguarded from development to provide for appropriate flood management measures.
8. Development within or adjacent to a flood water storage area or balancing pond which would have a negative impact on its function will not be permitted.

Sustainable Drainage

9. All development proposals must demonstrate how they will manage surface water run-off as close to its source as possible. Consideration will be given to the following drainage hierarchy:
 - a. store rainwater for later use;
 - b. maintain the sites natural discharge process;
 - c. use infiltration techniques, such as porous surfaces in non-clay areas;
 - d. attenuate rainwater in ponds or open water features for gradual release to a watercourse;
 - e. attenuate rainwater by storing in tanks or sealed water features for gradual release to a watercourse;

Where detailed evidence demonstrates that the above measures are not feasible or would directly affect viability then the following additional elements of the hierarchy will be considered:

- f. discharge rainwater direct to a watercourse;
 - g. discharge rainwater to a surface water drain; and finally
 - h. discharge rainwater to the combined sewer.
10. There is a general presumption against the use of treatments that do not take a sustainable approach to drainage in domestic gardens and Greenspace.
11. Any development of 10 or more homes or 1,000 sqm of non-residential floorspace, or with a site area of 1 Ha. or greater should provide sustainable drainage that maintains or reduces discharge run-off rates to green field levels.
12. The sustainable drainage system should treat any discharge at source to avoid pollutants being discharged into watercourses, surface drains or combined sewers.

Protecting Water Resources

13. Water resources and supplies will be protected by resisting development proposals that

would pose an unacceptable threat to surface water and groundwater quantity and quality.

Water Management

14. New development will need to ensure that there is adequate water supply, surface water, foul drainage and sewerage or waste water treatment capacity to serve the development.
15. The development or expansion of water supply or waste water facilities will normally be permitted, either where needed to serve existing or proposed development, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land-use or environmental impact.

Justification

20.61. The National Planning Policy Framework aims to ensure that flood risk is taken into account at all stages of the planning process and to avoid inappropriate development in areas at risk from flooding by directing development away from areas at highest risk or where development is necessary, making it safe without increasing flood risk elsewhere. Areas can be mapped according to the level of flood risk:

- Zone 1 (Low probability – less than a 1 in 1000 annual probability of flood)
- Zone 2 (Medium probability – between a 1 in 100 and a 1 in 1000 probability)
- Zone 3a (High probability – a 1 in 100 or greater probability)
- Zone 3b (Functional floodplain – area providing flood storage)

20.62. Through a 'sequential approach', the overall aim should be to steer new development to Flood Zone 1 (Low risk) in the first instance: development in Zone 2 and Zone 3a may be considered if no other reasonably sequentially preferable available sites exist and an 'Exception Test' is satisfied.

20.63. The integration of surface water flood risk management measures will influence the design of all development proposals. The installation and management of surface water measure will ensure that development proposals are potentially capable of reducing the level of surface water flooding to surrounding areas as well as being as resilient as possible to the impact of flooding. The Council, Lead Local Flood Authority and United Utilities, will expect applicants to clearly demonstrate with evidence, how they have applied the drainage hierarchy as part of the design process for the development site.

20.64. Sustainable Drainage Systems (SuDS) seek to mimic natural drainage systems and retain water on or near to the site when rain falls in contrast to traditional drainage approaches, which tend to pipe water off site as quickly as possible. SuDs offer significant advantages over conventional piped drainage systems in reducing flood risk by reducing the quantity of surface water run-off from a site, the speed at which it reaches water courses whilst improving water quality by reducing the amount of pollutants and improving amenity amenity.

20.65. United Utilities and the Lead Local Flood Authority request that applicants engage with them at an early stage to understand the impact of development on existing infrastructure with

details of their drainage strategy for development sites. The Council consider that it is prudent that developers and landowners keep United Utilities and the Lead Local Flood Authority informed of realistic and achievable delivery timescales for development and approach infrastructure in a co-ordinated manner.

- 20.66. Developers will be required to produce drainage strategies for each phase of development in agreement with the Council, Lead Local Flood Authority, United Utilities and the Environment Agency. It will be necessary to ensure drainage infrastructure is delivered in a holistic and co-ordinated manner as part of an overall strategy between phases of development and between developers.
- 20.67. Developers will be required to demonstrate that appropriate measures will be put in place to ensure ongoing management and maintenance of SuDS. The Council will not normally adopt SuDS. Permission may be subject to appropriate conditions or a legal agreement to secure the implementation of SuDS and to secure appropriate management and maintenance measures.
- 20.68. New development should consider the impact on wastewater infrastructure, it should be taken into consideration that there may be a need to co-ordinate new development through a phased approach to allow improvements to wastewater infrastructure. The location of the point of connection to the wastewater infrastructure for new development should be placed to minimise flood risk, pollution and impact on watercourses.
- 20.69. It is important to make sure that water and waste infrastructure is in place ahead of development to avoid unacceptable impacts on the environment: such as sewage flooding of residential and commercial property; pollution of land and watercourses; and water shortages with associated low-pressure water supply problems. Consequently, development should only take place where the new demand upon existing infrastructure is taken into account.
- 20.70. Applicants are advised to contact the Environment Agency and Lead Local Flood Authority for information on Critical Drainage Areas and specific areas which are at risk from flooding.

HE10: Minerals Allocations (Mineral Safeguarding Areas)

- 20.71. Minerals make an essential contribution to the nation's economy and quality of life providing the materials for infrastructure, buildings, energy and goods. Halton Borough Council as a Minerals Planning Authority has the responsibility to plan for a steady supply of aggregate minerals to ensure primary resources are maintained for future generations.
- 20.72. Minerals are a finite resource and can only be worked where they exist. This means that possible extraction sites are limited. There are currently no operational mineral sites in the Borough, however, the Urban Vision Study on Mineral Planning in Merseyside identified four potential sites of sand and gravel mineral resources which should be protected to prevent their sterilisation.
- 20.73. Halton Borough Council as a Minerals Planning Authority has the responsibility to plan for a steady and adequate supply of aggregate minerals to ensure primary resources are maintained for future generations, minimise potential environmental impacts of such developments and to support economic growth.

Policy HE10: Minerals Allocations

1. Mineral Safeguarding Areas have been identified and are defined in the accompanying policies map in the following locations
 - a. Warrington Road and Haddocks Wood, Runcorn
 - b. Cholmondeley Road, Clifton, Runcorn
 - c. Ashville Point, Runcorn
 - d. Land adjoining the M56 and north of Summer Lane, Preston on the Hill (Area of Search)
2. Within Mineral Safeguarding Areas, as shown on the Policies Map, planning permission will be protected from sterilisation by other forms of development, unless the applicant makes provision for the prior extraction of the mineral. Planning permission for other development that would result in the direct or indirect sterilisation of the identified mineral resources in a defined MSA will not be permitted unless:
 - a. it is demonstrated by way of a minerals assessment (MA) that the resource is not of economic value; or
 - b. the mineral can be extracted without unacceptable community or environmental impacts prior to the development taking place; or
 - c. the development is of a temporary nature and can be completed and the site left in a condition that does not inhibit later mineral extraction or mineral extraction elsewhere within the MSA; or
 - d. there is an overriding need for the development that outweighs the need for the mineral.
3. Sites for aggregates will be safeguarded from development that could adversely affect their operation. Planning permission will be resisted unless it can be clearly demonstrated that there will be no incompatibility between the two uses or that adequate controls can be implemented to ensure this to be the case.

Justification

- 20.74. Minerals are essential to support sustainable economic growth and our quality of life. It is therefore important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation.
- 20.75. Policies are also required to safeguard minerals from development that may sterilise important resources. It is also considered appropriate to consider extraction of minerals prior to a development that would otherwise sterilise them.
- 20.76. As well as safeguarding mineral resource areas from sterilisation, mineral infrastructure also need to be safeguarded. This is outlined in Paragraph 143 of the NPPF. "Safeguard: Existing, planned and potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material".
- 20.77. There are currently no operational mineral extraction sites in Halton and limited evidence of previous activity. The following are currently operational secondary aggregate sites:

HEI I: Minerals

20.78. In considering proposals for mineral development the key aim of the Council will be to ensure that proposals do not have unacceptable harm on interests of acknowledged importance as defined by the policies of this Local Plan. This includes protecting the natural and built environment as well as the amenity and wellbeing of residents and visitors to the Borough.

Policy HEI I: Subterranean Resource Extraction

1. In line with Policy CS25, to minimise the need for the extraction of minerals and other earth bound resources, the use of recycled and secondary aggregates across the Borough will be encouraged.
2. In assessing proposals for the exploration, appraisal, and production of minerals and all other subterranean resources, particular consideration will be given to impacts on sensitive uses, water resources, seismicity, local air quality, landscape, noise and lighting impacts. Such development will not be supported within protected groundwater source protection zones or where it might adversely affect or be affected by flood risk or within Air Quality Management Areas or protected areas for the purposes of the Infrastructure Act 2015, section 50.
3. Proposals will be assessed with regard to the extent to which they meet all of the following criteria:
 - a) Sites and associated facilities being located to minimise impacts on the environment and communities.
 - b) Developments to be located outside Protected Groundwater Source Areas.
 - c) There being no unacceptable adverse impacts (in terms of quantity and quality) upon sensitive water receptors including groundwater, water bodies and wetland habitats.
 - d) All other environmental and amenity impacts being mitigated to ensure that there is no unacceptable adverse impact on the local environment or communities.
 - e) Exploration and appraisal operations being for an agreed, temporary length of time.
 - f) The immediate site and any associated land being restored to a high quality standard in accordance with an agreed restoration plan and appropriate after-use that reflects the local landscape character at the earliest practicable opportunity
 - g) It being demonstrated that greenhouse gases associated with fugitive emissions from the exploration, testing and production activities will not lead to unacceptable adverse environmental impacts.
4. Development proposals for resource extraction will be required to provide details of community liaison measures to be put in place during the operation of the site, including, restoration and final land use.

Aggregate Minerals

5. Development for the extraction of aggregate minerals, regard will be given to all of the following:

- a. The contribution the proposal may make toward maintaining the sub regional apportionment of the regional production of aggregates, as expressed in Government guidance; and
- b. The need to maintain a land bank of reserves with permissions within the sub-regional area.

Restoration and Aftercare

- 6. All developments involving resource extraction will require a restoration plan for the reclamation of the site to an appropriate after use, or to a state capable of beneficial after use within a suitable and reasonable timeframe. The plan should include:
 - a. Details of the final restoration scheme and the proposed future land use;
 - b. Details of the timescales for completion of the restoration scheme; and
 - c. Details of aftercare arrangements that are to be put in place to ensure the maintenance and management of the site once restoration is complete.
- 7. In defining the future land use for the site, the Council will expect the restoration to:
 - a. Take into account the pre-working character of the site and its landscape;
 - b. Provide for the enhancement of the:
 - i. quality of the landscape;
 - ii. green infrastructure network;
 - iii. biodiversity assets and habitats;
 - iv. local environment;
 - v. ecological value of the site; and/or
 - vi. the setting of historic assets
 to the benefit of the local or wider community; and
 - c. Where land is to be restored for agricultural or forestry, use appropriate restoration techniques to ensure that the land is capable of securing such use in the long term.
- 8. Where appropriate, proposals for the exploration, appraisal, and production of minerals and all other subterranean resources will be required to be subject to a programme of aftercare management for a period of five years from restoration. An extension of the period of aftercare beyond 5 years should be considered where this is necessary to enable reclamation objectives to be met. Schemes will be required to provide for the highest practicable aftercare standards and the Council will require an outline scheme to be submitted as part of the initial planning application.

Justification

20.79. In considering proposals for minerals and aggregate mineral developments the key aim of the Council will be to ensure that proposals do not have unacceptable harm on interests of acknowledged importance as defined by the policies of the Local Plan. The Council will wish to ensure that potential environmental, social and economic impacts can be fully assessed when planning applications are submitted in line with the principals of sustainable development.

20.80. The potential environmental impacts of minerals can be significant and the Council wishes to ensure that those impacts can be fully assessed when development proposals are submitted.

While some proposals may fall within the scope of the Town and Country Planning (Environmental Impact Assessment) Regulations and require a formal Environmental Impact Assessment (EIA) it is considered that those cases where regulations do not require EIA sufficient information should be provided with the application to enable the Council to fully consider the proposals.

- 20.81. Hydrocarbon minerals comprising oil and gas are the most important energy minerals produced and consumed in the UK. Oil and gas produced from shale is often referred to as 'unconventional' and refers to the type of rock in which it is found. In short, 'unconventional hydrocarbons' are hydrocarbons such as oil and gas from unconventional sources. It is found where oil and gas has become trapped within the shale rock itself and did not form traditional conventional reservoirs.
- 20.82. As shale is less permeable, it requires a lot more effort to extract the hydrocarbons from the rock. However, recent technological advancements have resulted in horizontal drilling which has made tapping into shale deposits more financially viable. Hydraulic fracturing is a technique used in the extraction of oil or gas from 'shale' rock formations by injecting water at high pressure. The technique uses fluid, usually water, which is pumped at high pressure into the rock to create narrow fractures.
- 20.83. Planning permission is one of the main regulatory requirements that operators must meet before drilling a well for both conventional and unconventional hydrocarbons. The Council is responsible for granting permission for the location of any wells and well pads, and will impose conditions to ensure that the impact on the land is acceptable. However it is not the only regulatory body that permission for extraction is required from. They include:
- a. Department for Energy and Climate Change
 - b. The Oil and Gas Authority
 - c. Environment Agency (EA)
 - d. Health and Safety Executive (HSE)
- 20.84. A hydrological assessment will be required in support of any planning application and water availability may be a limiting factor in any proposal.
- 20.85. The acceptability of initial, exploratory drilling to establish the presence of hydrocarbon resources will not automatically mean proposals for future phases of oil and gas development (e.g. testing or appraising and production) will be granted permission.
- 20.86. The requirement to provide a restoration plan will not be applicable to all proposals. Temporary developments such as quarries would be required to provide a restoration plan, whereas built facilities such as Minerals Recycling Facilities (MRF's) are usually more permanent in nature and as such would not be expected to make provision for site restoration.
- 20.87. The need for aftercare stems from the recognition that land which is to be fully reclaimed needs not only the replacement of subsoils and topsoils, but also to be cultivated and managed for a number of years in order to bring it to a satisfactory standard and condition. The ultimate aim of after care is that over time the land will not have to be treated any differently than undisturbed land. Aftercare may also require habitat creation and management.

20.88. Legislation allows the Council to impose aftercare conditions through agreements under section 106 of the Town and country Planning Act 1990.

Consultation Draft

21. General Requirements

Consultation Draft

GRI: Design of Development

- 21.1. In accordance with CS18 High Quality Design all development will be required to incorporate the principles of appropriate high quality design. Design is not just about how a development looks but also whether it is successful in its context, whether it functions well, whether it is enduring and of high quality, and lastly, whether it contributes toward broader sustainability objectives.
- 21.2. Achieving appropriate high quality design should be a key objective of all those involved in delivering sustainable development. Development should take the opportunities available to improve the quality and appearance of an area and the way it functions.

Policy GRI: Design of Development

1. The design of all development must be of an appropriate high quality, and must demonstrate that it is based upon the following principles:
 - a. A clear understanding of the characteristics of the site, its wider context and the surrounding area;
 - b. Efficient and effective use of the site;
 - c. Adaptability and flexibility; and
 - d. The creation of visually attractive places that are well integrated with the surrounding buildings, streets and landscapes.
2. The Council will consider each of the following elements in determining whether the design is appropriate:
 - a. Local architecture and character;
 - b. Siting, layout, scale, height, proportion, form, grouping and massing;
 - c. Topography and site levels;
 - d. Orientation, frontage design and fenestration;
 - e. Materials, landscaping and green infrastructure; and
 - f. The relationship to neighbouring properties, street scene and the wider neighbourhood.
3. New development must enhance and reinforce the established character of the locality; or where the character of a place has been compromised by previous change, the development must assist in re-establishing a strong character, taking references from positive character elements in the wider area and applying them.
4. Development proposals should make a positive contribution to their surroundings and ensure they contribute to the creation of a high quality public realm that enhances conditions for pedestrians and cyclists. Development must:
 - a. Provide welcoming routes that are easy to use, well-lit and overlooked;
 - b. Create a logical hierarchy of well-defined streets and spaces with local landmarks and features to aid way finding;
 - c. Where buildings are located on corners, ensure that they present a strong and active frontage to both aspects of the corner, and that the corners of the buildings themselves clearly define the corner in the streetscape;
 - d. Integrate car parking and servicing so as not to dominate the street scene;

- e. Avoid detrimental impacts on existing infrastructure and natural features; and
 - f. Provide linkages to the wider neighbourhood.
5. All major⁴⁷ development proposals involving the construction of new buildings must demonstrate how sustainable design and construction methods will be incorporated to achieve resource efficiency and resilience to climate change.

Justification

- 21.3. High quality, innovative design is essential in creating and maintaining successful and sustainable places that are safe, attractive, and distinctive and where people will want to live, work, visit and enjoy. It is therefore necessary that this is at the forefront of all planning applications and the Council will require all new development to achieve a high design standard that contributes positively to the local distinctiveness and characteristics of places, spaces and neighbourhoods within the Borough.
- 21.4. To ensure that new development is sympathetic to its surroundings and responds positively to local character, a comprehensive context appraisal should inform the design process. All development proposals should seek to successfully integrate into the existing built fabric by ensuring a positive relationship with their surroundings with respect to: layout, density, form, scale, massing, height, landscaping, access arrangements, elevational design and by drawing reference from local materials. Further guidance can be found in the Design of Residential Development SPD and the Design for Industrial and Commercial Development SPD.
- 21.5. The design of the spaces between buildings, both private and public, is a fundamental component in contributing to successful place-shaping. This includes hard and soft landscaping, art and sculpture, as well as boundary treatments, bin and cycle stores, use of materials and lighting. Landscape design and the intended use of any Greenspaces must form an integral part of any proposal, and should be considered from the outset to inform the design process and the creation of successful, inclusive places. Particular attention needs to be given to the interface between the public and private space and how an area will connect or relate to the wider Greenspace network. The Council expects all development to contribute to achieving high quality networks of green infrastructure in accordance with Policy HE4. The design of a development should also seek to encourage walking and cycling and use of public transport by creating attractive, safe and accessible entrances and routes.

⁴⁷ As defined in the Glossary

GR2: Amenity

- 21.6. A core function of planning is to ensure a good standard of amenity for all existing and future occupants of all types of land and buildings, particularly residential properties.

Policy GR2: Amenity

1. All new development must be sited, designed and laid out:
 - a. To avoid detriment to the living environment of existing or planned residential properties;
 - b. Ensure that existing or planned residential development achieve and maintain the expected levels of privacy and outlook;
 - c. Retain the character of existing buildings and spaces;
 - d. Ensure that appropriate storage space is provided, in particular for waste and recycling;
 - e. Maintain safe highway conditions for pedestrians, cyclists and motor vehicles, including ensuring there is appropriate parking and access; and
 - f. Avoid unreasonably restricting the continued operation of established authorised uses and activities on adjacent sites.
2. In addition all new residential development must:
 - a. Consider the orientation and design of buildings to maximise daylight and sunlight; and
 - b. Ensure that adequate amenity space is provided.
3. Development must not prejudice the planned development of a larger site or area for which comprehensive proposals have been approved or are in preparation. A development proposal will generally be supported if, through its design and layout, it does not:
 - a. preclude the development of adjoining land with longer term potential;
 - b. lead to piecemeal forms of development;
 - c. seek to avoid planning contributions by limiting the size of the development to avoid relevant thresholds.
4. The redevelopment of residential areas will be supported where it would improve amenity, quality and the local environment.

Justification

- 21.7. One of the Core Planning Principles of the NPPF states that planning should 'always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings'. Without appropriate controls, new development could result in unacceptable environments for its occupants, reduce the quality of life for the occupants of neighbouring buildings, and result in poor quality neighbourhoods overall.
- 21.8. Any new development scheme should be underpinned by a robust analytical and contextual base. This will require a thorough understanding of a site and its surroundings together with an

appreciation of all relevant design issues including the amenity of the development and the uses around it.

- 21.9. High quality development by definition should provide a positive living environment for its occupiers whilst not having an adverse impact on the amenity of neighbours. Protection and enhancement of amenity is essential to maintaining people's quality of life and ensuring the successful integration of proposed development into existing neighbourhoods. Amenity refers to well-being and takes account of factors such as privacy, overlooking, outlook, noise and disturbance, the sense of overbearing, pollution and daylight and sunlight. A proposed development will need to consider its potential impact upon neighbouring properties and the surrounding area. Such considerations apply equally to proposals to extend and alter existing buildings as they do to new developments
- 21.10. Privacy and outlook within the home and adequate levels of daylight are important to enable residents to feel comfortable in their homes. As such developments will be required to satisfy minimum standards for separation between properties⁴⁸.
- 21.11. Providing good daylight and sunlight to the home not only contributes to a more pleasant environment, but also has the potential to reduce energy requirements with the home. Careful orientation can ensure daylight and sunlight levels are maximised, without compromising level of privacy.
- 21.12. Further detail on the provision of adequate residential garden and amenity space acceptable to the Council is provided in the Design for Residential Development SPD.

⁴⁸ As set out in the Design of Residential Development SPD

GR3: Boundary Fences and Walls

21.13. This policy aims to ensure that proposals for boundary treatments consider both the importance of the appearance of the boundary and its impact on the character of a street scene, together with the need to provide a secure boundary for land and properties.

Policy GR3: Boundary Fences and Walls

1. Boundary fences and walls that require planning permission will be required to be:
 - a. visually attractive;
 - b. constructed of high quality and durable materials; and
 - c. appropriate to the character and appearance of the area in which they are located.
2. Where fences or walls are to be erected forward of the established 'building lines' or in areas that are particularly open, no structures above 1 metre in height will be permitted, unless overriding security, highway safety or other such circumstances are satisfactorily demonstrated.
3. Unless special circumstances exist fences or walls above 2 metres in height will not be permitted in any location.

Justification

21.14. The Council will have regard to the amenity and visual impact of all proposed boundary treatments and will also have regard to security considerations.

21.15. As set out in Policy ED2: Employment Development, employment sites will be expected to locate security fencing, where required, to the internal edge of any perimeter landscaping.

GR4: Temporary Buildings

21.16. Circumstances can arise where a temporary building may be appropriate even though this is not the same use as the Local Plan allocation. The Council will adopt a positive and flexible approach to such circumstances, so long as the proposal is consistent with Halton's Local Plan objectives and policies.

Policy GR4: Temporary Buildings

1. Planning permission will only be granted for temporary buildings to meet demonstrated essential short-term need provided that its location or appearance would not create an unacceptable impact on the visual amenities of the site or surrounding area.
2. In assessing the need for temporary buildings the Council will grant planning permission where it would not prejudice the long term after-use of the site.
3. Consent for a temporary building will be for a specified period commensurate with the quality and life-span of the building.
4. Where it is considered that temporary buildings would create an unacceptable impact on the visual amenities of the site or surrounding area, planning permission may be granted where all of the following criteria are satisfied:
 - a. The applicant proves a case of overriding short-term need for the building;
 - b. The permission is for a maximum temporary period of 3 years, and the building is thereafter removed;
 - c. The building is of superior quality; and
 - d. The site and buildings are adequately landscaped to mitigate the effects on visual amenity.

Justification

21.17. The term 'temporary building' is often applied to a prefabricated building of relatively low capital cost, which because it is designed to have a short life, does not use durable materials or methods of construction. These buildings can be useful where there is a genuine short term need but where they are used as a cheap solution for a prolonged period, they are unsatisfactory. Often in these circumstances a lack of maintenance leads to rapid dilapidation. In order to limit the detrimental effect on the environment that can arise from the long term use of such buildings, their use will be restricted.

GR5: Renewable and Low Carbon Energy

Policy GR5: Renewable and Low Carbon Energy

1. Development proposals for renewable energy developments will need to take into account, and minimise where appropriate, the potential environmental effects of the development on:
 - a. Residential / workplace amenity
 - b. The visual amenity of the local area, including landscape character
 - c. Local nature resources, including air and water quality
 - d. The natural and built environments
 - e. Any heritage assets and their settings
 - f. Biodiversity
 - g. The openness and visual amenity of the Green Belt
 - h. The amenities of sensitive neighbouring uses (including by virtue of noise, dust, odour or traffic)
 - i. Other site constraints
2. Applications for all major renewable and low carbon energy proposals will need to be accompanied by an Energy Statement (as part of the Design and Access Statement) which includes:
 - a. The environmental effects of the development;
 - b. A landscape and visual assessment;
 - c. An ecological assessment;
 - d. The proposals benefits in terms of the amount of energy it is expected to generate; and
 - e. Any unavoidable damage that would be caused during installation, operation or decommissioning, and how this will be minimised and mitigated, or compensated for.
3. The Council will take into account the individual and cumulative impacts of applications for renewable and low carbon energy developments on the above. Where significant impacts are identified, particularly through a landscape, visual or ecological assessment, the Council will balance the impact against the wider benefits of delivering renewable and low carbon energy.
4. The incorporation of renewable and low carbon energy into developments will be encouraged, particularly as part of major schemes.
5. The retrofit of renewable energy and use of micro-renewables will be supported in appropriate buildings and locations.
6. Proposals for decentralised energy networks will be supported, particularly those located in Energy Priority Zones in the Key Areas of Change. Within these areas, development proposals will be expected to connect to, or make provisions for future connections, to existing or proposed decentralised energy networks where feasible.

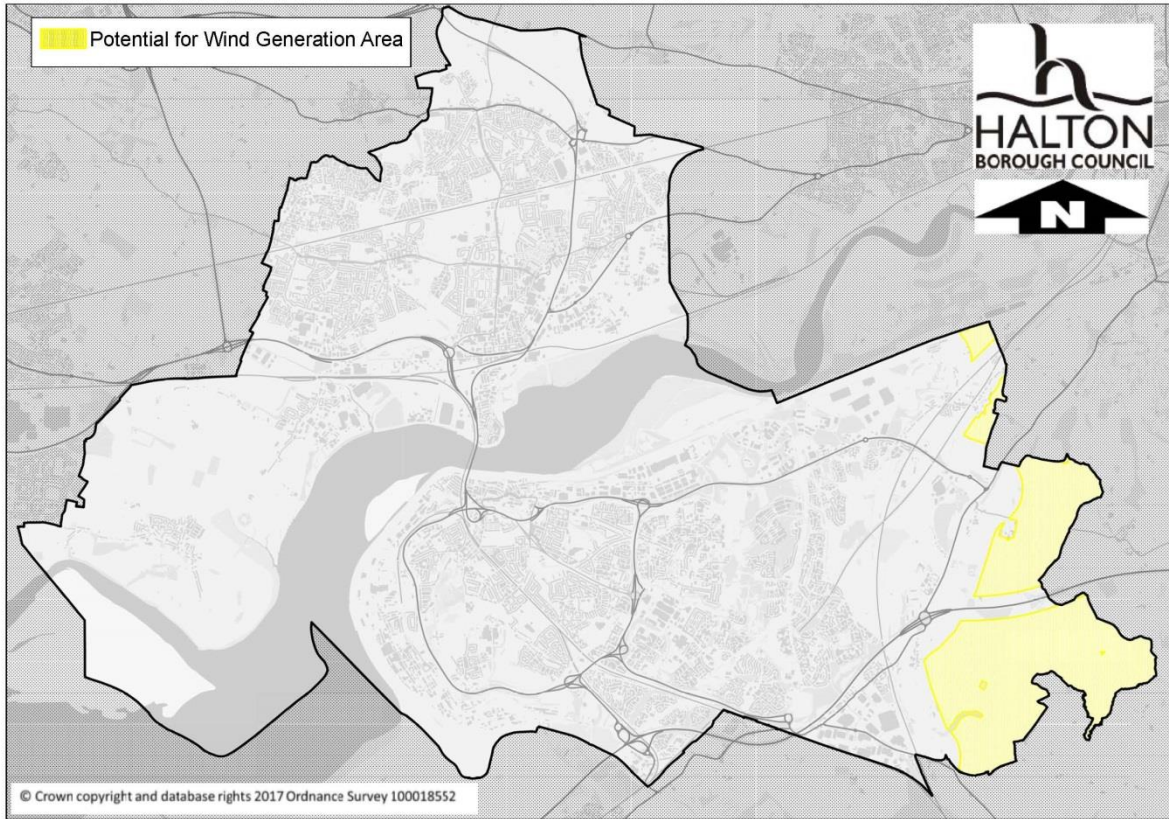
7. Other opportunities for renewable and low carbon energy within Energy Priority Zones will be supported.
8. The Council will support community based renewable energy schemes which can help to deliver cheap energy sources to local communities through a local supply network.
9. Developments for wind turbines must be located in areas with potential for wind generation as shown in Figure 20.1. Development will only be granted where it can be demonstrated that, following consultation, the planning impacts identified by the local community have been fully addressed and that the proposal has their backing.
10. When a wind turbine is decommissioned or no longer in use it is expected that the turbine will be removed and the area restored to an appropriate use at the earliest opportunity.

Justification

- 21.18. This policy is designed to maximise renewable and low-carbon energy development whilst ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts. Examples of renewable and low carbon energy development considered under this policy include wind turbines, solar installations, and energy systems associated with other development such as Combined Heat and Power (CHP) or district heating.
- 21.19. Developers will be expected to provide evidence to support their proposals including landscape, visual and ecological assessments (including where required an EIA and HRA) and to demonstrate that any impacts can be satisfactorily mitigated where negative impacts cannot be solely removed through site selection.
- 21.20. Careful siting of installation may be sufficient to prevent adverse impacts; however, in some cases appropriate landscape screening could be used to mask or reduce the visual and amenity impact of the proposal. When considering the design of proposals consideration will also be given to issues such as overshadowing and noise impact.
- 21.21. The vast majority of the existing housing stock was built without consideration of climate change and consequently needs to be adapted to enhance its long-term sustainability. Retrofitting, that is the fitting of climate adaptation measures to existing premises, may be a cost effective means of adapting existing stock to ensure it is upgraded to cope with the current climate and future climatic changes.
- 21.22. There are a number of key benefits to retrofitting including: improving resilience to flooding; improving water and energy efficiency through the introduction of cost-effective measures that save water, energy and carbon alike; and addressing the issue of overheating without constituting a significant increase in carbon dioxide emissions. These measures will make the internal environment of existing buildings more comfortable and will ensure fewer resources are consumed, thus reducing costs and reducing carbon dioxide emissions and thereby make an important contribution to sustainable development.

21.23. Decentralised energy systems generate power at the point of use, thereby reducing energy loss and waste. The National Planning Policy Framework (2012) supports decentralised energy systems as one of the ways to increase the supply of low carbon energy.

Figure 20.1: Potential for Wind Generation Areas



Consultation

22. Green Belt

Consultation Draft

Consultation Draft

GBI: Control of Development in the Green Belt

22.1. When considering planning applications for development in the Green Belt, the Council will give substantial weight to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

Policy GBI: Control of Development in the Green Belt

1. The construction of new buildings is inappropriate in Green Belt. Exceptions to this are:
 - a. buildings for agriculture and forestry;
 - b. provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
 - c. the replacement, extension or alteration of a building provided that it does not result in disproportionate⁴⁹ additions over and above the size of the original building and that it is of an appropriate scale, character and appearance;
 - d. limited infilling⁵⁰ in the villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
 - e. limited infilling⁵¹ or the partial or complete redevelopment of previously developed sites (brownfield land⁵²), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
Development proposals that do not qualify as exceptions are by definition inappropriate development.
2. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:
 - a. mineral extraction;
 - b. engineering operations;
 - c. local transport infrastructure that can demonstrate a requirement for a Green Belt location;
 - d. the re-use of buildings provided that the buildings are of permanent and substantial construction; and
 - e. development brought forward under a Community Right to Build Order.
3. Non-infill development of new detached dwellings within residential curtilages and / or

⁴⁹ The increase in the size of a building by up to 30% of the original building volume is considered an acceptable increase for proposals for replacement, extension and alteration. The original building does not include separate detached outbuildings.

⁵⁰ Infilling is defined as the filling of a small gap (for residential development up to two dwellings) in an otherwise built up frontage in a recognised village.

⁵¹ Infilling is defined as the filling of a small gap (for residential development up to two dwellings) in an otherwise built up frontage in a recognised village.

⁵² Defined in NPPF

gardens within the Green Belt is considered to be inappropriate development unless the proposal is a specified exception to Green Belt policy or is permitted development.

Justification

- 22.2. National planning policy regards some development as 'appropriate' within the Green Belt, however, this is limited to uses which keep the land open and are consistent with the purposes that Green Belt serves, including agriculture, forestry, cemeteries, and outdoor sport and recreation. All forms of development that are 'not inappropriate' are listed in the National Planning Policy Framework (NPPF).
- 22.3. Applicants will be expected to consider whether any existing buildings could be re-used sustainably rather than proposing a new development that may have greater impact on the Green Belt and the environment, and to include measures that may serve to mitigate the effect on the character of the area, such as through high standards of design and landscaping.
- 22.4. The NPPF lists exceptions that include the limited infilling or the partial or complete redevelopment of previously developed land provided criteria are met. Consideration will be given on a case-by-case basis, recognising that new development should not have a greater impact on the openness of the Green Belt than the existing development. As such, careful assessment of the impact of existing buildings and structures in comparison to new development is required. For example, an existing area of hardstanding can be regarded as 'development' but its impact on openness is significantly less than a proposed building. Applicants are encouraged to take the opportunity to make improvements to the openness of the Green Belt where possible, which could include focusing development in a less conspicuous part of the site or removing a sprawl of buildings in favour of a single, cohesive development that leaves the remainder of the site open.
- 22.5. The purposes of the Green Belt are to:
- i. check the unrestricted sprawl of large built up areas;
 - ii. prevent neighbouring towns from merging into one another;
 - iii. safeguard the countryside from encroachment;
 - iv. preserve the setting and special character of historic towns; and
 - v. assist urban regeneration by encouraging the recycling of derelict and other urban land.
- 22.6. There are existing dwellings within the Green Belt in Halton and it is reasonable for those living within them to be able to extend or replace their homes to meet their changing needs and circumstances, provided that overall openness is preserved. The amount of enlargement is not dependent on the size of the plot or the general size of buildings in the area but rather the size of the original building. To permit a significant increase in the size of a building merely because it is sited on a large plot or there are other larger structures nearby would undermine the objectives of safeguarding the openness of the Green Belt and its purposes.
- 22.7. The original building will be determined based on its size as existing on 1 July 1948 or as first built if later than this date. In order to give applicants greater certainty as to the amount of development that may be acceptable, a maximum increase is specified in the policy. This is

intended to set out the limit beyond which the Council will consider an extension to be disproportionate to the original building or a replacement building to be materially larger than that it replaces. There will be instances where a lower or higher figure will be appropriate, but the percentages offer clear parameters within which new developments can be designed to preserve the essential characteristics, purposes and openness of the Green Belt.

Consultation Draft

GB2: Green Belt Release Allocations

22.8. This policy identifies the areas to be removed from the Green Belt and allocated for development in this Local Plan, this is for ease of identification for the reader at this stage in the consultation process. Part I of this policy is to be deleted on adoption of the document.

Policy GB2: Green Belt Release Allocations

1. In order to meet its development requirements, the following sites are to be removed from the Green Belt (shown in Figure x):
 - a. Halebank
 - b. Cranshaw
 - c. Cronton Lane
 - d. Rivendell
 - e. South Lane
 - f. Preston-on-the-Hill
 - g. Daresbury
 - h. Moore
2. New development on land adjoining or clearly visible from the Green Belt should respond to its setting and the character of the area, ensuring that buildings and landscape schemes are designed to create an appropriate transition between urban and open land.
3. New development on land released from the Green Belt will be required to offset the impact by providing compensatory improvements to the environmental quality, or accessibility, of remaining Green Belt land or surrounding area.

Justification

22.9. The Green Belt within Halton has been reviewed in order to meet the need for housing and employment in Halton over the Plan period. It is considered that unless land is released in the Green Belt, these needs will not be met.

Exceptional Circumstances

22.10. The NPPF highlights that the Government attaches great importance to Green Belts. It goes on to state that *'local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in **exceptional circumstances**, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period'*.

22.11. The NPPF does not set out what the Government consider to be exceptional circumstances.

22.12. Halton has prepared a topic paper on the Exceptional Circumstances for Green Belt release in Halton, below is a summary of the issues discussed.

- 22.13. Firstly, it is noted that there a number of constraints to development within Halton, including: flood risk; the location of hazardous installations and pipelines; the airport public safety zone; internationally and nationally protected sites and areas including a Ramsar, Special Protection Area and sites of scientific interest; and the presence of ancient woodland and veteran trees. These constraints can limit the areas within the urban area that may be suitable for development and can limit the areas within the Green Belt that may be appropriate for release for development.
- 22.14. Secondly, the Council has considered all other reasonable options for development including the potential from brownfield land; re-use of empty homes; estate regeneration; surplus public sector land; efficient use of land and the potential density of development; the use of land outside of the Green Belt (land previously identified as Open Countryside) and finally the opportunity for other authorities to help to meet some of the identified development requirement within their areas. Although there is some capacity identified from these sources, the Council does not consider it to be sufficient to meet the requirements set out in this Local Plan.
- 22.15. It is noted that both the other authorities within the Mid-Mersey Housing Market Area are also looking to release land from the Green Belt to meet their housing need. Whilst other authorities within the Liverpool City Region Functional Economic Market Area are also proposing releasing, or have already released land in the Green Belt to meet their economic development needs.
- 22.16. There is a need to provide sufficient land to meet the housing need and other requirements of the community in Halton. Therefore the Council considers that there are exceptional circumstances to release land from the Green Belt in Halton.
- 22.17. Green Belt release will form part of the comprehensive plan for the future development of Halton, this will be alongside development of previously developed sites and the other reasonable options. To not release sites from the Green Belt would lead to a significant undersupply of homes compared to the identified needs. This could lead to issues of housing affordability and have an adverse impact on the economy of the Borough, this in turn could lead to issues with unsustainable commuting patterns.

Development in the Green Belt

- 22.18. The Council have undertaken a review of the Green Belt across the Borough the results of which are set out in the Green Belt Study 2017. The Green Belt was split into a number of different parcels and groupings in order for an appropriate assessment to be made as to their contribution to the five purposes of the Green Belt.
- 22.19. Development in close proximity to the Green Belt boundary could have just as significant an effect upon it. By applying good design principles, development can form an attractive transition, ensuring that more prominent elements of the building are located furthest from the Green Belt boundary and ensuring that softer landscape features such as gardens are located closest to it.

GB3: Safeguarded Land

22.20. Safeguarded Land is land between the existing urban area and the Green Belt boundary that is required to meet future longer-term development needs that stretch beyond the period of the Local Plan.

Policy GB2: Safeguarded Land

1. Development on Safeguarded Land will only be permitted where:
 - a. it is essential for agriculture, forestry, outdoor recreation or for other purposes appropriate to a rural area; or
 - b. necessary for the operation of an existing use(s); or
 - c. it is a temporary use that would retain the open nature of the land.
2. Any development that would prejudice the future comprehensive development of Safeguarded Land will not be permitted.
3. Development of Safeguarded Land for uses other than those set out above will not be permitted unless a review of the Local Plan has taken place to allocate the land following an assessment of the need for development at that time and the identification of the most appropriate locations for development to take place.
4. The following areas are identified as Safeguarded Land and are identified on the Policies Map (shown in Figure X):
 - a. Whitehouse extension
 - b. Halebank
 - c. Daresbury
 - d. Moore

Justification

22.21. The National Planning Policy Framework requires that, when amending Green Belt boundaries, Local Planning Authorities should '*where necessary, identify in their plan areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period*'. They should also '*make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development*' as well as '*satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period*'.

23. Part 3: Key Areas of Change

23.1. The Local Plan strategy identifies Key Areas of Change that will be the initial focus for new development and where the biggest transformation of the Borough's landscape is expected to occur. These key areas are seen as fundamental to the longer term development of the Borough. In most cases they represent existing areas where impetus for change already exists, through priority projects or support from the development industry.

23.2. The Key Areas of Change have been identified as:

- KA1: Halebank and Ditton Corridor, Widnes
- KA2: South Widnes
- KA3: West Runcorn
- KA4: East Runcorn
- KA5: North Widnes

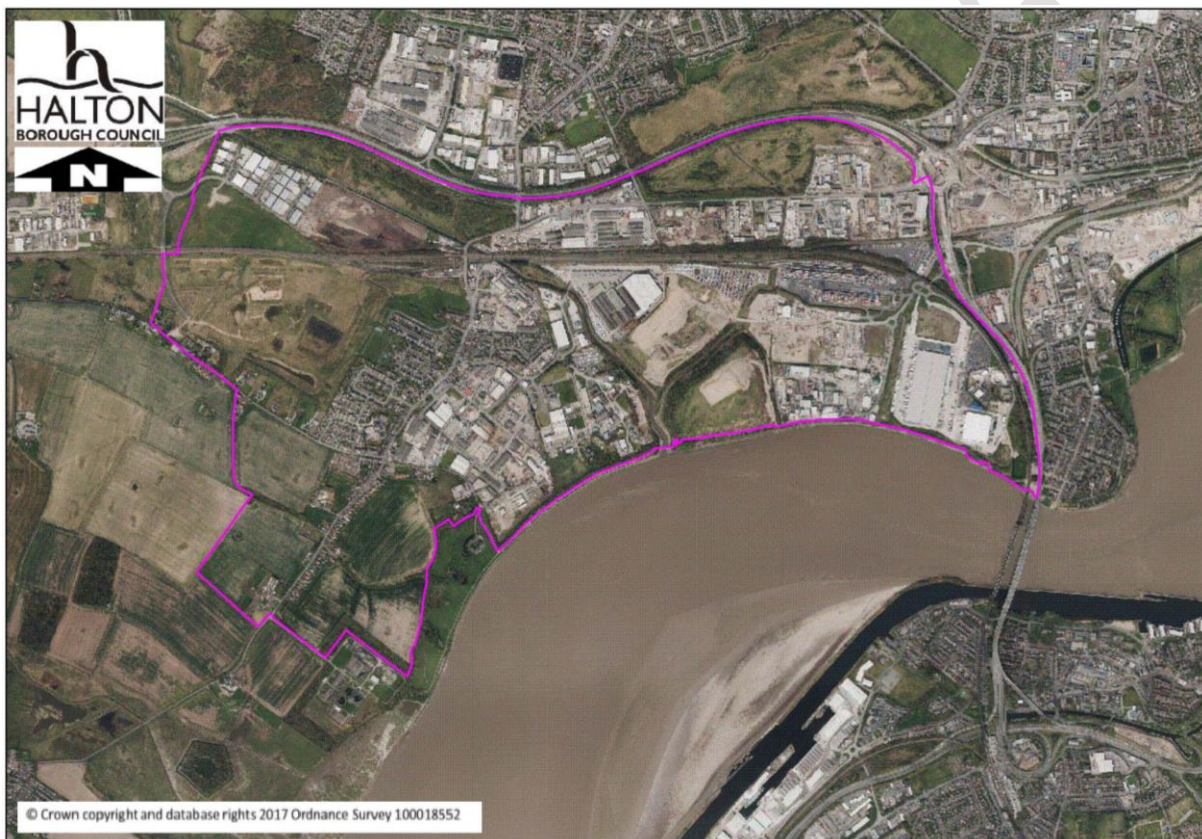
23.3. All sites proposed in this section are expected to be developed in line with the policies of the Local Plan unless it is otherwise specified in the relevant policy.

KAI: Halebank and Ditton Corridor, Widnes

23.4. The Halebank and Ditton Corridor Key Area of Change extends the previously identified 3MG Key Area of Change, and reflects the success of the previous designation. This newly extended Key Area of Change includes Halebank and land to be released from the Green Belt at Hale Gate Road.

23.5. The existing Mersey Multimodal Gateway (3MG) at Ditton makes a huge contribution to the economy of Halton and the wider region, and the site is a key employment generator.

Figure 23.1 Plan to show the Halebank and Ditton Corridor Key Area of Change



Policy KAI: Halebank and Ditton Corridor

Key Elements

1. Key elements of the Halebank and Ditton Corridor Key Area of Change will include:
 - a. The provision of land for employment development comprising approximately xxxha;
 - b. Allocations for new residential development for approximately xxxdwellings;
 - c. Protection of Ditton Station and support for its re-opening;
 - d. The incorporation of new, and improvements to existing green infrastructure; and
 - e. Gateway features at key entry points to Widnes.

Development Principles

2. Development within the Halebank and Ditton Corridor Key Area of Change will be

expected to comply with the following principles of development:

- a. Sustainable development.
- b. Retention of Village Green.
- c. Residential development should provide a variety of different types of residential property to help create a better choice of unit size and tenure.
- d. The quality of design of any new development should enhance its surroundings in order to raise the overall image and appearance of the area.
- e. Provision of an appropriate interface between the mix of uses within the site and adjacent to ensure a good standard of amenity for residents of both new and existing residential areas.
- f. Conserve local features of visual and historic importance including their setting, notably Lovel's Hall Scheduled Monument and Halebank Conservation Area.
- g. Protection of Pickerings Pasture and Hale Road Woodland.
- h. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.
- i. Avoid adverse effects on the integrity of the Mersey Estuary SPA and Ramsar site thereby ensuring that there will be no net loss in supporting habitat for SPA/Ramsar waterfowl.
- j. Address flood risk by locating development in areas of low probability of flooding and including flood mitigation measures where necessary.
- k. Buffers and green landscaping using appropriate design techniques will be considered an integral part of any proposal for development, especially along new and existing boundaries and at road junctions or entrances to development, in order to improve the general environment.

Infrastructure Implications

3. Infrastructure required to support this development:
 - a. Infrastructure and facilities to support the reopening of Ditton train station.
 - b. Provide appropriate access to the Hale Gate Road sites (Site xx and xx) to serve xxx dwellings, by pedestrians, cyclists and vehicles.
 - c. Speke Road – improved junction?
 - d. In relation to utilities provision including gas, water, drainage, electricity and ICT the developer will be responsible for: establishing the position of all named services; diverting services where necessary; ensuring there is sufficient network capacity; and where required providing upgrades to the network.

Planning permissions must be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, Greenspaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of this key area of change.

Phasing?

4.

Justification

- 23.6. The Council considers that, based on an assessment of its physical and planning constraints, the land at xxxx, has a development capacity of approximately xxx dwellings. Whilst land at xxxx has a development capacity of approximately xxxha of employment land.
- 23.7. Ditton Road is currently mainly an employment area, although there are opportunities for further development and for regeneration of the existing areas.
- 23.8. Over recent years, substantial amounts of development at 3MG (previously known as Ditton Strategic Rail Freight Park) have been permitted and the site has established itself as a key employment area in the city region.
- 23.9. Halebank is located to the south west of the urban area of Widnes. It originated in the clustered rural development along Hale Bank Road, which is now protected by Conservation Area status, and the ribbon development along Hale Road and Halegate Road.
- 23.10. Ditton railway station is situated to the north of Halebank, the station has been closed since the mid-1990s, it was considered unviable to keep it open, because of low patronage. However, the potential increase in the local residential and working population, as a result of new developments in and around Halebank are reasons for its continued protection in Halton's Local Plan policies.
- 23.11. Employment land . . . SuperPort . . . logistics . . . Advanced manufacturing . . . local employment benefits
- 23.12. There is some potential for residential development within the urban area of Halebank, and there is further potential to extend the residential area by releasing land from the Green Belt to the south of Halebank. These additional opportunities for residential development offer the potential to create balanced community with in Halebank, provide high quality homes and help to sustain services and facilities within the local area.
- 23.13. Halebank Village Green was designated in 2013. . .

KA2: South Widnes

23.14. The South Widnes Key Area of Change consisting of Widnes Town Centre, Widnes Waterfront and West Bank presents the opportunity to deliver a high quality mixed use environment, furthering the economic revitalisation of the area, creating sustainable communities and ultimately the achievement of a valued waterfront environment and gateway location.

Figure 24.1 Plan to show to the South Widnes Key Area of Change



Policy KA2: South Widnes

Key Elements

- I. Key elements of the South Widnes Key Area of Change will include:
 - a. Allocations for employment development comprising approximately xxxha
 - b. A focus on redeveloping and regenerating existing employment areas.
 - c. Creating a new mixed use commercial corridor along Victoria Road and Waterloo Road linking through from Widnes Town Centre to West Bank.
 - d. Allocations for new residential development for approximately xxx dwellings
 - e. Creating a vibrant local centre within West Bank, either through strengthening of the existing assets or through the creation of a new local centre.
 - f. Strengthening of the retail and leisure sector within the Town centre.
 - g. The Hive
 - h. Connectivity
 - i. Public Greenspace

Development Principles

2. Development within the South Widnes Key Area of Change will be expected to comply with the following principles of development:
 - a. Achieve high standards of sustainable design and construction including a reduction in carbon emissions through renewable and low carbon technology.
 - b. Create a sense of place.
 - c. Ensure strong urban design in order to reflect the prominent waterside environment, gateway locations and the positive characteristics of South Widnes.
 - d. Provision of an appropriate interface between the mix of uses within the site to ensure a good standard of amenity for residents of both new and existing residential areas.
 - e. Enhance the residential offer, through new development and the renewal of the existing stock, whilst protecting the existing community.
 - f. Maximising opportunities to bring disused and underused buildings back into use
 - g. Retention of appropriate parking facilities within the town centre.
 - h. Provision should be made for increased public access to the waterside.
 - i. Avoid adverse effects on the integrity of the Mersey Estuary Special Protection Area (SPA) and/or Ramsar site.

Infrastructure Implications

3. Infrastructure required to support this development:
 - a. Improve connectivity and accessibility across South Widnes and the wider area and take advantage of opportunities to improve sustainable transport provision.
 - b. Potential for train station?
 - c. Facilitate public access to the waterfront and prioritise opportunities for informal leisure associated with the waterfront destination, including improvements to the tow path along the Sankey Canal between West Bank and Widnes Waterfront.
 - d. In relation to utilities provision including gas, water, drainage, electricity and ICT the developer will be responsible for: establishing the position of all named services; diverting services where necessary; ensuring there is sufficient network capacity; and where required providing upgrades to the network.

Planning permissions must be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, Greenspaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of this key area of change.

Phasing?

4.

Justification

23.15. South Widnes includes the distinct sub-areas of Widnes Town Centre, Widnes Waterfront and West Bank. Each of the sub-areas provides a different but complementary role for Widnes and the wider Borough: Widnes Town Centre is the main retail core for the Borough providing a range of retail and leisure opportunities; Widnes Waterfront has historically and continues to provide a core employment area for the town and the wider sub-region; and,

West Bank consists of a residential community to the south with employment and industrial uses to the north.

- 23.16. The area exhibits a number of issues within each sub-area and across the entire Key Area of Change, key amongst these are a physical and functional severance between different land uses, lack of connectivity between the different sub-areas, and, contamination issues, particularly along the waterfront, due to past chemical and industrial uses. The Key Area of Change, however, benefits from a prominent waterfront location, excellent regional and sub-regional transport links and a range of existing employment, retail and environmental assets. There is now a need to integrate and unify South Widnes, concentrating on linkages and connections and complementary uses in order to provide for a sustainable mixed use area for the benefit of Halton's residents, businesses and visitors.
- 23.17. The Mersey Gateway Project will bring considerable physical changes to the area at West Bank, coupled with wider regeneration and development opportunities across Widnes Waterfront and Widnes Town Centre.
- 23.18. South Widnes, and in particular Widnes Waterfront, will be promoted as a driver for economic regeneration, increasing employment opportunities through business growth and inward investment. The Venture Fields site on the Widnes Waterfront will provide complementary leisure facilities for the South Widnes area. The site's prominence is expected to be boosted by the new Mersey Gateway Bridge. The area has been a focus of regeneration of efforts for a number of years, however, there remains potential for parts of the area to deliver a renewed employment offer.
- 23.19. Widnes is the largest town centre within the Borough and has the greatest retail offer in terms of range and floorspace. Widnes Town Centre's retail role will be maintained and enhanced, in accordance with CS(R)5: A Network of Centres.
- 23.20. The West Bank area currently comprises a variety of difference land uses, albeit predominantly including residential, commercial and industrial uses. The character of West Bank can be broken down into a number of discrete 'zones' which are largely defined by the infrastructure of roads, railway lines and waterways all of which dissect this area, and separate it from other parts of the Borough. Key to the success of this area will be creating routes into the wider urban area, served by public transport and accessible by pedestrians and cyclists.
- 23.21. High quality and sustainable design is imperative for the South Widnes Key Area of Change. The waterfront location adjacent to the Mersey Estuary and St Helens Canal should inform the design of new development in the area, ensuring strategic views are not compromised and are utilised by new development where possible. Future development and regeneration should maximise the area's location as an important gateway to Widnes and ensure high quality frontages along key routes.

KA3: West Runcorn

23.22. The West Runcorn Key Area of Change incorporates an area from Runcorn Old Town to Ashville Point, including Port Weston, Port Runcorn and the Inovyn campus. The area outside of the district centre has a mix of industrial, offices and warehouses interspersed with pockets of residential uses.

Figure 25.1 Plan to show the West Runcorn Key Area of Change



Policy KA3: West Runcorn

Key Elements

- I. Within the West Runcorn area, the Council will look to maximise opportunities for improvement and regeneration. Key elements of the West Runcorn Key Area of Change will include:
 - a. Allocations for employment development comprising approximately xxxha
 - b. Support for the creation of an Energy Park?
 - c. Allocations for new residential development for approximately xxxdwellings
 - d. Support for the use of Port Weston and Port Runcorn for Port related activity, providing the developments are suitably designed so that they integrate with, and respect the surrounding natural, built and historic environment and that appropriate forms of mitigation are used to minimise any impact from noise, dust, smells or visual pollution on the surrounding areas.
 - e. Runcorn railway station is well connected with trains to London, Liverpool and Birmingham. In light of this connectivity there is a significant opportunity to create

- a 'hub' of activity built around the station, including a transport interchange with covered areas and public conveniences.
- f. A focus for Civic functions within Runcorn Old Town.
- g. Support for development that would promote Runcorn Old Town district centre's vitality and viability.
- h. Connectivity
- i. Public Greenspace

Development Principles

2. Development within the West Runcorn Key Area of Change will be expected to comply with the following principles of development:
 - a. The creation of stronger physical connections between Runcorn Old Town district centre and Runcorn railway station.
 - b. Achieve high standards of sustainable design and construction including a reduction in carbon emissions through renewable and low carbon technology.
 - c. Improve accessibility and connectivity and support improvements to the sustainable transport network.
 - d. Runcorn Train Station / Transport Hub
 - e. Support for Port Weston and Port Runcorn.
 - f. Protection for Canal re-opening
 - g. Retention of appropriate parking facilities within the district centre.
 - h. Provision of an appropriate interface between the mix of uses within the site to ensure a good standard of amenity for residents of both new and existing residential areas.
 - i. Maximising opportunities to bring disused and underused buildings back into use.
 - j. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.
 - k. Avoid adverse impacts on the integrity of European sites such as the Mersey Estuary Special Protection Area (SPA) and/or Ramsar site. It is likely that environmental assessments will be required to demonstrate that impacts have been appropriately avoided.
 - l. Facilitate public access to the waterfront locations, particularly Runcorn Promenade and the Bridgewater Canal, and, where appropriate, take advantage of opportunities to increase the leisure and recreational potential of the waterways where commercially appropriate.

Infrastructure Implications

2. Infrastructure required to support this development:
 - a. Transport hub
 - b. Improve access to employment opportunities within West Runcorn Area for walkers and cyclists, particularly to and from Runcorn Station and surrounding residential neighbourhoods.
 - c. Improvements to access will be required to support the development of Port Weston. This may require a new road and /or substantial improvements to the surrounding highway network.
 - d. Creation of a new internal port access road to connect the Port Runcorn, Port Weston and the rail siding.

- e. Improve direct road access to the strategic road network to the Inovyn Campus.
- f. In relation to utilities provision including gas, water, drainage, electricity and ICT the developer will be responsible for: establishing the position of all named services; diverting services where necessary; ensuring there is sufficient network capacity; and where required providing upgrades to the network.

Planning permissions must be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, Greenspaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of this key area of change.

Phasing?

3.

Justification

- 23.23. Runcorn Old Town is the historic core of Runcorn. Following the Borough's commercial and industrial growth, the Old Town was at one time the main shopping centre in Runcorn. However, with Runcorn's designation as a New Town in 1964, and subsequent construction of Shopping City (Halton Lea), Runcorn Old Town has suffered a steady decline. The expressway road network, rail infrastructure and past redevelopment in the centre has contributed to a poorly defined and disjointed environment and there is a lack of clear and direct pedestrian and vehicular routes and connections between Runcorn Old Town, Runcorn Railway Station, Dukesfield and Runcorn Waterfront.
- 23.24. The focus for Runcorn Old Town over the plan period will be on consolidating the centre and enabling it to provide for the day to day shopping needs of its immediate catchment whilst offering a wider complementary function with a focus on local independent shops, niche retailers and service providers and as a centre for cultural and leisure activity. There are also opportunities to grow the residential community within the Old Town area.
- 23.25. Runcorn railway station lies on the West Coast Main Line between London and Liverpool. It benefits from a regular service to London, as well as services to Birmingham and Liverpool.
- 23.26. Following the Manchester Ship Canal west of Runcorn Old Town is Port Runcorn and Port Weston. This is currently an area of predominantly employment uses and includes commercial docks, general industry, storage and distribution uses. Port Runcorn is operated by Peel Ports as part of the Liverpool Port family. As a logistics asset this forms part of the Atlantic Gateway. Port Weston is operated by Stobart Group.
- 23.27. The 100 hectare INOVYN Campus is a nationally important chemical facility. INEOS are currently undertaking a site consolidation exercise and potentially moving towards a serviced campus model, the site is already home to approximately 15 businesses.
- 23.28. Ashville Point forms the southern end of the area, it is an established business park, with easy access to junction 12 of the M56.

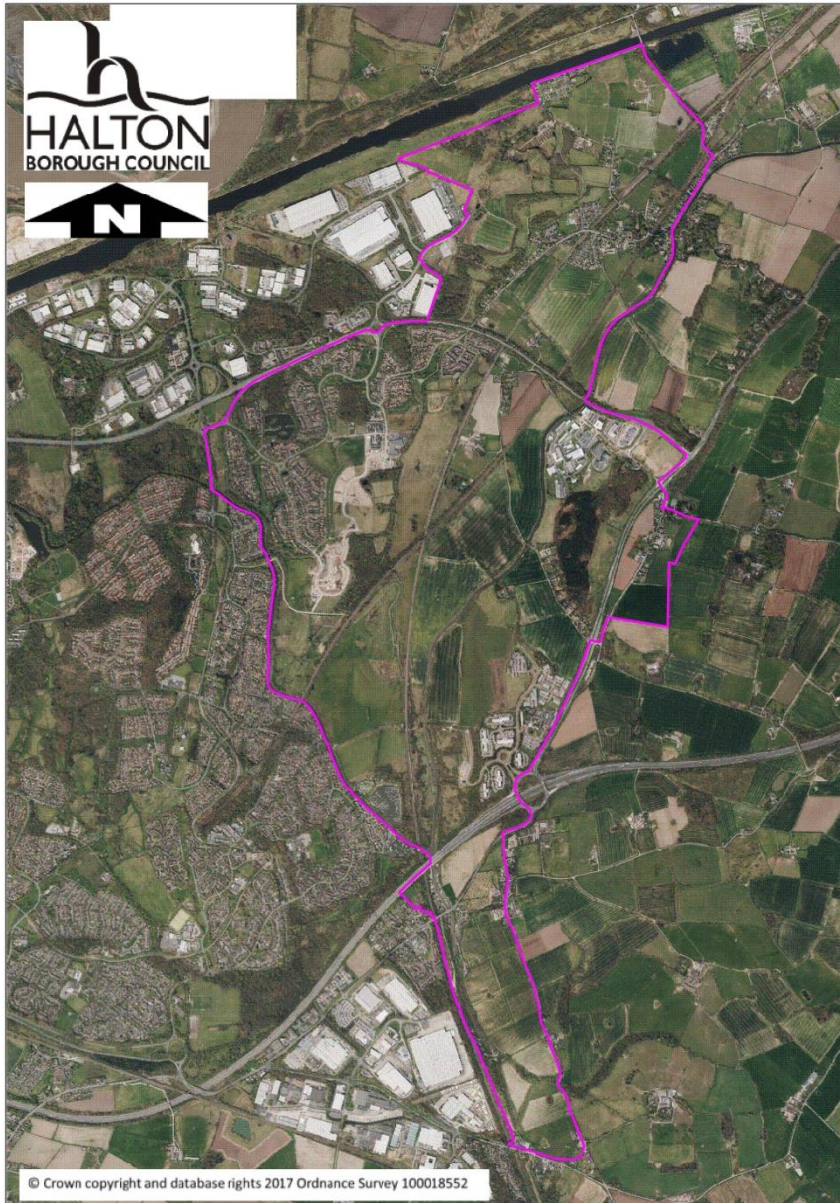
- 23.29. Land use and development within West Runcorn is influenced by the designation of a COMAH zone (Control of Major Accident Hazards) relating to Ineos and Mexichem owned land. Rather than see the COMAH designation as a hindrance on growth, the approach to the Impact Area will look to utilise these regulatory consents and expertise within risk management as an opportunity.
- 23.30. With released capacity from redirection of traffic to Central Expressway there is the opportunity to reconfigure current junctions on the Weston Point Expressway to improve accessibility of employment areas within West Runcorn, particularly from HGV and creating more direct links to the strategic road network.

Consultation Draft

KA4: East Runcorn

23.31. At East Runcorn, the opportunity exists to create a new community for Halton which will encompass a diverse mix of uses and continue the development of Runcorn in line with the long term vision for the Borough.

Figure 26.1 Plan to show the East Runcorn Key Area of Change



Policy KA4: East Runcorn

Key Elements

- I. Key elements of the East Runcorn Key Area of Change will include:
 - a. Allocations for new residential development for approximately xxx dwellings at Delph Lane West, xxx dwellings at Central Housing Area and xxx dwellings at Wharford Farm.
 - b. Release of Green Belt for residential development xxx dwellings at Moore, xxx

- c. dwellings at Preston-on-the-Hill and xxx dwellings at Daresbury.
- c. Land for self-build and custom-build dwellings.
- d. A local centre at Sandymoor with retail provision to meet local needs
- e. A local centre at Daresbury with retail provision to meet local needs
- f. Allocations for employment development comprising approximately xxxha at Daresbury Park and xxha at Daresbury Sci-Tech.
- g. Retention of the village green at Sandymoor
- h. Connectivity
- i. The improvement of existing, and provision of new, pedestrian and cycle links to link new and existing residential areas, employment areas, shops and schools.
- j. A network of Greenspaces for nature conservation and recreation, including the conservation of Red Brow Cutting and Daresbury Firs, enhancements to Keckwick Brook corridor, the creation of a linear country park along the Bridgewater canal corridor, formal green space to serve the residential areas and smaller green spaces integral to individual developments.
- k. Safeguarded land at Whitehouse, Daresbury, Preston-on-the-Hill and Moore.

Development Principles

2. Development within the East Runcorn Key Area of Change will be expected to comply with the following principles of development:
 - a. Deliver sustainable development.
 - b. Demonstrate a comprehensive approach to the development of the East Runcorn Key Area of Change.
 - c. The design, layout and style of individual plots should be guided by a design framework and should be influenced by the existing locational assets of the area and its surroundings.
 - d. New developments will be expected to integrate with existing communities and development.
 - e. Residential development should provide a variety of different types of residential property to help create a better choice of unit size and tenure, including affordable homes in accordance with CS(R)13.
 - f. Provision of an appropriate interface between the mix of uses within the site to ensure a good standard of amenity for residents of both new and existing residential areas.
 - g. Protection of heritage assets, Moore Conservation Area, Daresbury Conservation Area.
 - h. Conserve natural assets of the area, protect habitats and where possible contribute to the network of habitats in the area and beyond. Of particular note in the area are the Red Brow Cutting Site of Special Scientific Interest (SSSI) and the Daresbury Firs Local Nature Reserve which will be conserved to retain their geological and biodiversity importance.
 - i. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.
 - j. Address flood risk by locating development in areas of low probability of flooding and including flood mitigation measures where necessary, including the retention of the water storage area (balancing lake) at Wharford Farm.
 - k. Provide a clearly defined edge to the developed area, and where appropriate a

strong boundary to the Green Belt edge.

- i. Provide an appropriate proportion of financial and / or 'in kind' contributions toward the infrastructure required to enable the comprehensive development of the site.

Infrastructure Implications

3. Infrastructure required to support this development:
 - a. The timely provision of physical and social infrastructure to support the development at the site and so as to not overly burden facilities in surrounding areas. On and off site provision and developer contributions, including the pooling of contributions across sites to deliver large items of infrastructure will be needed to meet the infrastructure requirements of the development area.
 - b. The whole of the key area should be served by public transport, connecting employment, housing retail and leisure areas within the site and beyond into the wider area including Runcorn Old Town, Runcorn East Train Station and Warrington town centre. The public transport network should include the provision of transport facilities sited to serve the entirety of the area.
 - c. The promotion of walking and cycling routes and expansion of the Greenway network to provide clear and safe links to surrounding communities, including new pedestrian and cyclist links.
 - d. Pedestrian and cyclist link to Sandymoor at Poplar Farm underpass.
 - e. Pedestrian and cycle links should be set within greenways which are safe, attractive and comfortable for users.
 - f. Provision of a new local primary school of an appropriate scale to meet needs arising from the key area of change.
 - g. Dualling of A558
 - h. Provide appropriate access to the Delph Lane site (Site xx) to serve xxx dwellings, by pedestrians, cyclists and vehicles. This may include improvements to Keckwick Lane Bridge; and Delph Lane bridge under the Chester-Manchester railway line.
 - i. Provide appropriate links between Sandymoor (Sites xx and xx), the Delph Lane site (Site xx) and Daresbury Sci-Tech (Site xx) for pedestrians, cyclists and vehicles. This may include improvements where Keckwick Lane crosses the West Coast Mainline.
 - j. Provide appropriate access to the Central Housing Area (Site xx) by pedestrians, cyclists and vehicles. This may include improvements at the Delph Lane / A56 junction; and / or the improvements to George Gleave's bridge for pedestrians and cyclists.
 - k. Provide appropriate access to serve Daresbury Sci-Tech and the Central Housing Area through the delivery of a road between the A56 / Delph Lane junction and Keckwick Lane, including a bridge over the canal and improvements to the existing Delph Lane canal bridge.
 - l. Provide appropriate access to the land adjacent to Preston Brook Marina (Site xx) for pedestrians, cyclists and vehicles. This may include improvements to, or the replacement of, Cawley's Bridge to allow safe vehicular and pedestrian access.
 - m. Provide appropriate access to Wharford Farm (Site xx) for pedestrians, cyclists and vehicles. This may include improvements to, or the replacement of, Borrow's Bridge; improvements to the link between Wharford Farm and Daresbury Park;

- and / or improvements to Bogwood Railway Bridge.
- n. Provide appropriate access to Moore (Site xx) for pedestrians, cyclists and vehicles.
 - o. Provide appropriate access to Daresbury (Site xx) for pedestrians, cyclists and vehicles.
 - p. Provide appropriate access to Preston-on-the-Hill (Site xx) for pedestrians, cyclists and vehicles.
 - q. Public transport links to Daresbury Park and Daresbury Sci-Tech.
 - r. Provide high quality, accessible green and recreational spaces within the area to cater for locally generated needs. Contributions will be sought to create and maintain existing and new areas of Greenspace.
 - s. Bridgewater Way
 - t. In relation to utilities provision including gas, water, drainage, electricity and ICT the developer will be responsible for: establishing the position of all named services; diverting services where necessary; ensuring there is sufficient network capacity; and where required providing upgrades to the network.

Planning permissions must be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, Greenspaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of this key area of change.

Phasing?

4.

Justification

23.32. This Key Area of Change lies to the east of Runcorn and is currently a mixture of developed land interspersed by agricultural land. The undeveloped remainder of the Sandymoor area, along with land to the west of Daresbury village, represents some of the remaining major greenfield sites in Halton outside of the Green Belt. The area is dissected by the Bridgewater Canal which splits into two arms at the south of the area and also two railway lines; the West Coast Main Line and the Chester-Manchester line. The various transport links present both barriers to movement and development, countered by opportunities to improve amenity and sustainable transport respectively.

23.33. Green Belt release . . . Moore, Daresbury and Preston-on-the-Hill

23.34. Proposals to develop the Sandymoor area were included in the Runcorn New Town plans of the 1960s and 1970s, and specifically arose from Master Plan Amendment No.280 in 1971. Under Section 7.1 of the New Towns Act 1981, development of the Sandymoor area for residential development has conditional approval for development.

23.35. Sci-Tech Daresbury is a world class location for high-tech business and leading edge science. It provides a unique environment for innovation and business growth, with knowledge sharing, collaboration and networking. Home to the ground-breaking STFC Daresbury Laboratory as

well as over 100 high-tech companies. In August 2011, Sci-Tech Daresbury campus was announced as an Enterprise Zone to boost local growth and increase jobs.

23.36. Daresbury Park situated adjacent to M56 Junction 11, is a high quality, landscaped, business park suitable for head office, financial services and high tech activities.

23.37. Manor Park mixed employment area for office, research, light industrial and distribution.

23.38. Whitehouse industrial and logistics units.

23.39. The A588 provides the principal access to the Sci-Tech Daresbury . Dualling will support campus expansion and aid delivery of an additional 2,500 new homes within East Runcorn.

23.40. The provision of new local centres is included in the policy to support the surrounding housing and employment areas. Retail and community facilities will be necessary to meet the day-to-day local needs of the residents and employees at East Runcorn.

KA5 - North Widnes

23.41. Despite the focus of the Local Plan on urban renewal and the need to re-utilise brownfield land as far as is practicable, the Council have identified the need to release land from the Green Belt. The North Widnes Key Area of Change includes a number of sites to be released from the Green Belt in north Widnes at Chapel Lane, Cronton Lane, Cranshaw Hall, Rivendell Garden Centre, Mill Green Farm and South Lane.

Figure 27.1 Plan to show North Widnes Key Area of Change



Policy KA5: North Widnes

Key Elements

1. The development of the North Widnes Key Area of Change will be achieved through the following key elements:
 - a. The delivery of around xxxx dwellings on land to be released from the Green Belt.
 - b. Green infrastructure.
 - c. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities.
 - d. Provision of a site for a new primary school within the area or financial contributions towards educational facilities.

Development Principles

2. Development within the North Widnes Key Area of Change will be expected to comply with the following principles of development:

- a. Sustainable development.
- b. Provision of an appropriate interface between the mix of uses within the site to ensure a good standard of amenity for residents of both new and existing residential areas.
- c. New developments will be expected to integrate with existing communities and development.
- d. Residential development should provide a variety of different types of residential property to help create a better choice of unit size and tenure, including affordable homes in accordance with CS(R)13.
- e. The form of development should endeavour to retain, where appropriate, much of the existing hedgerow and tree cover which is present on site.
- f. Pedestrian and cycle links should be set within greenways which are safe, attractive and comfortable for users.
- g. Provide a clearly defined edge to the developed area, and where appropriate a strong boundary to the Green Belt edge.
- h. Conserve natural assets of the area, protect habitats and where possible contribute to the network of habitats in the area and beyond. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.
- i. Conserve local features of visual and historic importance and their settings, including Cranshaw Hall moated site a Scheduled Monument, and listed buildings such as Norlands House and Wayside.
- j. Protection of TPOs
- k. Preservation of the amenity of the existing footpath routes and greenway network, and protection of existing Public Rights of Way.
- l. Provide an appropriate proportion of financial and / or 'in kind' contributions toward the infrastructure required to enable the comprehensive development of the site.

Infrastructure Implications

3. Infrastructure required to support this development:
 - a. Provision of a site for a new primary school within the area or financial contributions towards educational facilities.
 - b. Provide appropriate access to the land adjacent to Chapel Lane site (Site xx) to serve xxx dwellings, for pedestrians, cyclists and vehicles.
 - c. Provide appropriate access to the land adjacent to Cronton Lane site (Site xx) to serve xxx dwellings, for pedestrians, cyclists and vehicles.
 - d. Provide appropriate access to the land adjacent to Cranshaw Farm site (Site xx) to serve xxx dwellings, for pedestrians, cyclists and vehicles. This will include retaining Cranshaw Lane as a bridleway.
 - e. Provide appropriate access to the land adjacent to Mill Green Farm site (Site xx) to serve xxx dwellings, for pedestrians, cyclists and vehicles.
 - f. Provide appropriate access to the land adjacent to South Lane site (Site xx) to serve xxx dwellings, for pedestrians, cyclists and vehicles.
 - g. New road junctions
 - h. Protection of Cranshaw Lane
 - i. Greenway network, pedestrians and cyclists

- j. Bus services
- k. Health facilities?
- l. Provide high quality, accessible green and recreational spaces within the area to cater for locally generated needs. Contributions will be sought to create and maintain existing and new areas of Greenspace.
- m. In relation to utilities provision including gas, water, drainage, electricity and ICT the developer will be responsible for: establishing the position of all named services; diverting services where necessary; ensuring there is sufficient network capacity; and where required providing upgrades to the network.

Planning permissions must be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, Greenspaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of this key area of change.

Phasing?

4.

Justification

- 23.42. This Key Area of Change lies to the north of Widnes and is predominantly in agricultural use at present. The development of this area will bring forward opportunities for residential development to meet local needs. The development within the area will be expected to provide appropriate infrastructure to support the development.
- 23.43. The Chapel Lane site is located to the north of Upton Grange between Chapel Lane and Queensbury Way. The site is bounded to the north by Alder Brook, along with mature trees and a hedgerow. Sandy Lane cuts through the site.
- 23.44. The land off Cronton Lane site is located to the north of Widnes and to the west of Norlands Lane. The site is currently in agricultural use.
- 23.45. The Cranshaw Farm site is located to the north of Widnes between Lunts Heath Road and Watkinson Way. The site is currently in agricultural use.
- 23.46. The Rivendell site is located to the north of Widnes, between Watkinson Way, Mill Lane and Twyford Lane. The site comprises the Rivendell Garden Centre, an area of associated buildings and former growing beds and an area of agricultural land.
- 23.47. The Mill Green Farm site is located on the north eastern edge of Widnes. The site is bounded to the north by Mill Green Lane, with all four of the boundaries created by the road network. The site currently comprises entirely of agricultural land.
- 23.48. The South Lane site lies to the north eastern edge of Widnes, adjacent to the recently completed Barrows Green residential development. The site is a mix of agricultural land, vacant land and residential properties and gardens.
- 23.49. Residential development – density, house types, tenure. Provision of Greenspace.

Consultation Draft

24. Glossary

Affordable Housing		Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. ⁵³
Affordable Rented Housing		Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
Aggregate		Materials used for construction purposes such as sand, gravel, crushed rock and other bulk material.
Air Quality Management Area	AQMA	An area designated by the local authority because they are not likely to achieve national air quality objectives by the relevant deadlines.
Allocation		The land use assigned to a parcel of land as proposed in a statutory Local Plan.
Amenity		A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.
Ancient woodland		An area that has been wooded continuously since at least 1600 AD.
Asset of Community Value	ACV	A building or other land identified by the community where its actual current use furthers the social wellbeing and interests of the local community, or a use in the recent past has done so. If the Council has agreed that it has met this test then it will be added to a list of community assets giving the right for the community to bid the land or building if it is put on the market.
Authority Monitoring Report	AMR	A publication that assesses the Council's progress in preparing local plan documents monitors their performance in terms of various indicators and the success of its planning policies in achieving their aims.
Best and Most Versatile Agriculture Land	BMV	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Biodiversity		The whole variety of life, including genetic, species and ecosystem variations.

⁵³ It is noted that this definition could be subject to change as the more detailed regulations and secondary legislation associated with the Housing and Planning Act are formulated.

Building Research Establishment Environmental Assessment Method	BREEAM	BREEAM is a nationally and internationally recognised environmental assessment method and rating system for non-domestic buildings. It was first launched in 1990 and sets the standard for best practise in sustainable building design, construction and operation and is a recognised measure of a building's environmental performance.
Building control/regulation		Control exercised through local authorities over the details and means of construction to secure health, safety, energy conservation and access.
Brownfield Land		Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: <ul style="list-style-type: none"> • Land that is or has been occupied by agricultural or forestry buildings; • Land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; • Land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and • Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Change of Use		A change in the way that land or buildings are used (see use class order). Planning permission is usually necessary in order to change a 'use class'.
Character		A term relating to Conservation Areas or Listed Buildings, but also to the appearance of any rural or urban location in terms of its landscape or the layout of streets and Greenspaces, often giving places their own distinct identity.
Climate Change		This is a change in the average weather experienced over a long period, including temperature, wind and rainfall patterns. There is strong scientific consensus that human activity is changing the world's climate and that man-made emissions are its main cause. In the UK, we are likely to see more extreme weather events, including hotter and drier summers, flooding and rising sea-levels increasing the risk of coastal erosion.
Climate Change Adaptations		Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.
Climate change mitigation:		Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Code for Sustainable Homes		The Code is the national standard for the sustainable design and construction of new homes. The Code aims to reduce our carbon emissions and create homes that are more sustainable.
Community Facilities		The term community facilities is wide-ranging and can include community centres and childcare facilities, cultural centres and venues, places of worship, education establishments and training centres, health and social care facilities, sport and recreation facilities and civic and administrative facilities. It may also include other uses whose primary function is commercial but perform a social or community role i.e. sport, recreational and leisure facilities including local pubs.
Community Infrastructure Levy	CIL	A levy allowing the Council to raise funds from owners or developers of land undertaking new building projects in the Borough.
Community Infrastructure		The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls, leisure facilities, cultural facilities, education services, healthcare facilities and renewable energy installations.
Comparison Goods		Goods where the customer makes comparison between different shops e.g. clothing and footwear, do-it-yourself goods, household and recreational goods.
Conditions (on a planning permission)		Requirements attached to a planning permission to limit or direct the manner in which development is carried out.
Conservation		The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Conservation Area		An area designated by a Local Planning Authority for preservation and enhancement due to the special architectural or historic interest of its buildings and their settings.
Contaminated Land		Land which is polluted by the presence of radioactive materials or chemical substances at concentrations which could make it unsafe for development without action to remove the source of contamination.
Convenience Goods		Goods which the customer normally buys frequently, of necessity and with minimum effort including food, confectionary, tobacco and newspapers.
Core Strategy		The main Local Plan document that sets out the long-term spatial vision for the Borough, the spatial objectives and strategic policies to deliver that vision, having regard to the Sustainable Community Strategy.
Delivery and Allocations Local Plan	DALP	The Delivery and Allocations Local Plan (DALP) will set out the planning policies and land allocations to guide decisions on the location, scale and type of development and changes in the

way land and buildings are used.

The DALP will incorporate a partial review of the Halton Local Plan Core Strategy (adopted in April 2013) and will also identify key areas of land for development and policies for development management.

Designation (s)	Areas of land identified on the Policy Map to which specific planning policies apply, e.g. Green Belt, Primarily Residential Areas, etc.
Design Code	A set of written and graphical rules that set the parameters for the detailed design of a significant new development. These can be required at outline or detailed stage
Design Review	Assessment of design proposals by a nominated panel, the recommendations of which would be a material consideration in determining the application
Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Development	Defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission.
Development Control / Management	The process whereby a local planning authority receives and considers the merits of a planning application and whether it should be given permission having regard to the development plan and all other material considerations.
Development Plan	This includes adopted Local Plans and Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
District Centre	A District Centre can be described as a large group of shops, together with appropriate supporting non-retail facilities and services, which collectively form a coherent shopping centre.
Duty to Co-operate	The Duty to Co-operate places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters. The duty to cooperate was created in the Localism Act 2011.
Dwelling	Self-contained units of residential accommodation. This includes houses, apartments, and maisonettes.
Examination	This is essentially a public inquiry conducted by an independent inspector to test the soundness of the documents produced as part of the Local Plan to decide if they are legally compliant and 'sound'.
Economic	Development, including those within the B Use Classes, public

Development		and community uses and main town centre uses (but excluding housing development).
Ecological Networks		These link sites of biodiversity importance.
Edge of Centre		For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Employment Land		Land identified for business, general industrial, and storage and distribution development as defined by Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987. It does not include land for retail development or 'owner specific' land.
Environmental Impact Assessment	EIA	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
European Site		This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2010.
Fracking		A process of injecting water, sand and chemicals at high pressure down and across into wells drilled into shale rock. The pressurized mixture causes the rock to fracture or crack which releases gas [or oil] which flows up the well to be collected.
Geodiversity		The range of rocks, minerals, fossils, soils and landforms.
Green Belt		A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the Green Belt are to: check the unrestricted sprawl of large built up areas; to prevent neighbouring towns from merging into one another; safeguard the countryside from encroachment; preserve the setting and special character of historic towns; and assist urban regeneration by encouraging the recycling of derelict and other urban land. Green Belts are defined in a Local Planning Authority's Development Plan.
Greenfield Land		Land which has not been previously developed, or which has now returned to its natural state. This includes playing fields and residential gardens.
Green Infrastructure	GI	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental

		and quality of life benefits for local communities.
Gypsies and Travellers		Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
Habitats Directive		European Directive to conserve natural habitats and wild flora and fauna.
Health and Well-being		A definition of the general condition of a person in terms of mind, body and spirit.
Heritage Assets		A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic Environment		All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
House in Multiple Occupation	HMO	A house occupied by unrelated individuals, some of whom share one or more of the basic facilities. Commonly shared facilities include: bathrooms, toilets, shower rooms, living rooms and kitchens. A building defined as a HMO may consist entirely of bedsit unit type accommodation (where some or all amenities are shared) or a combination of both bedsits and self-contained flats.
Hydraulic fracturing (also known as 'fracking')		A process of injecting water, sand and chemicals at high pressure down and across into wells drilled into shale rock. The pressurized mixture causes the rock to fracture or crack which releases gas [or oil] which flows up the well to be collected.
Impact Assessment		Assessment of the impact of a proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area.
Inclusive Design		Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
Infrastructure		Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
Infrastructure Plan		The Infrastructure Plan is a supporting document to the Local Plan. Its purpose is to provide background evidence regarding the physical and social infrastructure likely to be needed to support identified development in the Borough over the plan period. It sets out a baseline assessment of existing infrastructure provision and provides an indication of the

existing capacity and shortfalls of all types of infrastructure. The document will be updated and monitored regularly and will assist in future delivery of infrastructure requirements. The Infrastructure Plan relies on the input of infrastructure partners and stakeholders and is therefore only as accurate as the plans of our partners.

Infill		The development of a relatively small gap between existing buildings.
Intermediate Housing		Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.
Large Scale Major Developments		A large scale major development is one where the number of residential units to be constructed is 200 or more or where the floor space to be built is 10,000 square metres or more, or where the site area is 2 hectares or more. Where the number of residential units or floor area proposed to be constructed is not given in the application a site area of 4 hectares or more should be used as the definition of a major development.
Listed Building		A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and includes any buildings or permanent structures within its curtilage which have formed part of the land since before 1 July 1948. English Heritage is responsible for designating buildings for listing in England.
Liverpool City Region	LCR	The Liverpool City Region is the geographical, economic and political area centred on Liverpool, which also includes the local authorities of Halton, Knowsley, Sefton, St Helens and Wirral.
Local Centre		A Local Centre offers a smaller range of facilities than those present in a District Centre. Nonetheless they play an equally important role in meeting the day-to-day shopping needs for the community, particularly the less mobile and elderly. Local Centres appear in a variety of forms, from single linear streets and parades of shops through to more sprawling and/or scattered layouts. They typically feature a newsagent and/or small convenience store, along with various other small shops of a local nature, e.g. a hairdresser.
Local Enterprise Partnership	LEP	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
Local Nature Partnership	LNP	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of

protecting and improving the natural environment in an area and the benefits derived from it.

Local Plan		The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
Local Transport Plan		Local Transport Plans are strategic documents which set out the local transport priorities in the long term.
Local Nature Reserve	LNR	Local Nature Reserves (LNRs) are places with wildlife or geological features that are of special interest locally.
Local Wildlife Site	LWS	Local Wildlife Sites contain features of substantive nature conservation value.
Major Development		Major development is defined as: development involving any one or more of the following— (a) the winning and working of minerals or the use of land for mineral-working deposits; (b) waste development; (c) the provision of dwellinghouses where— (i) the number of dwellinghouses to be provided is 10 or more; or (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i); (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or (e) development carried out on a site having an area of 1 hectare or more;
Main town centre uses		Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major Hazards		Major hazard installations and pipelines, licensed explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply.

Master planning		An activity to create a 2 or 3 dimensional image of a development to help articulate the design vision for a site. Often these are illustrative rather than detailed.
Material Considerations		A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.
Mixed Use Development		This is a development that includes a mix of uses this could be a mix of retail, leisure, residential or employment. It does not have to include all of these uses.
National Planning Policy Framework	NPPF	National planning published by the Department of Communities and Local Government in March 2012.
Nature Improvement Areas	NIA	Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change.
Neighbourhood Plans		A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Non-designated heritage assets		Locally important heritage assets identified by the Local Planning Authority, where there is often a strong local affinity or association: <ul style="list-style-type: none"> • Areas of Local Archaeological Interest (including the Areas of Archaeological Potential and Sites of Archaeological Importance identified in Local Plans) • Buildings of local architectural or historic interest (Local List) • Locally important built assets not on the Local List • Locally significant historic parks and gardens • Other locally important historic landscapes
Open Countryside		The open countryside is defined as the area outside the settlement boundaries Runcorn, Widnes and Hale and not designated as Green Belt or Safeguarded land.
Greenspace		All Greenspace of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Original Building		A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.
Outdoor Sports Facilities		Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.
Permitted Development		Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

Pitch		<p>A pitch on a 'gypsy and traveller' site.</p> <p>A traveller pitch is the space required to accommodate one household and will vary according to the size of the household in a similar way to housing for the settled community. A caravan does not equate to a household. One household may comprise three generations of extended family living in several caravans. Typically a family pitch will provide space for a mobile home and touring caravan, space for parking, and an amenity block.</p>
Planning Inspectorate	PINs	The Planning Inspectorate is an executive agency of the Department for Communities and Local Government. It is responsible for determining final outcomes of planning and enforcement appeals and public examination of local development plans.
Planning Practice Guidance	PPG	National on-line planning practice guidance which is regularly updated and which supplements the National Planning Policy Framework.
Plot		A plot within a travelling showpeople site, also known as a yard. These plots may need to incorporate space to allow for storage of equipment.
Policies Map		A map on an Ordnance Survey base, illustrating the policies and proposals of a local plan and defining sites for particular developments or land uses and the areas to which specified development management policies will be applied.
Pollution		Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
Previously Developed Land	PDL	<p>Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.</p> <p>This excludes:</p> <ul style="list-style-type: none"> • land that is or has been occupied by agricultural or forestry buildings; • land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; • land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and • Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Primary Shopping Area		Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
Primary Frontage		Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.
Priority habitats and species		Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
Public Consultation		A process by which the public's opinion on matters affecting them is sought.
Ramsar Sites		Wetlands of international importance, designated under the 1971 Ramsar Convention.
Renewable and low carbon energy		Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Residential Amenity		The quality of the living environment for occupants of a dwelling house, including its associated external spaces.
Safeguarded Land		Safeguarded Land is land between the urban area and the Green Belt. It ensures the protection of Green Belt within the longer time-scale by reserving land which may be required to meet longer-term development needs without the need to alter Green Belt boundaries.
Schedule Ancient Monuments	SAMs	Scheduled Ancient Monuments are sites of outstanding national importance that are worthy of protection. The word "monument" covers the whole range of archaeological sites. Scheduled monuments are not always ancient, or visible above ground. They are placed on a schedule by the government based on the advice of Historic England.
Secondary Frontage		Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
Secondary Materials or Aggregates		Reclaimed or recycled materials that are used within the construction industry as a substitute for primary aggregates.
Section 106 Agreements		Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement and is a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms.

Section 123 List		A list of projects or types of infrastructure that a Council intends to fund, or may fund, through the Community Infrastructure Levy. This refers to Section 123 of the Community Infrastructure Levy Regulations.
Self-Build		The definition of self-build includes housing built by individuals or groups of individuals for their own use, either by building the homes themselves or working with builders.
Sense of Place		Distinctive qualities in a new development that captures and build upon the existing qualities of the surrounding area, or which define a new, distinctive townscape character.
Setting		The area surrounding a place, a building or feature that contributes to its appreciation/enjoyment.
Setting of a Heritage Assets		The surroundings in which an asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance		The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
Sites of Special Scientific Interest	SSSI	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Special Protection Areas	SPAs	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
Social Rented Housing		Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
Soundness		Soundness means founded on a robust and credible evidence base. For a Local Plan to be sound it must be positively prepared (to meet development needs) justified, effective deliverable) and consistent with national policy.
Statutory Undertakers		Organisations which have powers derived from statute to develop and operate utility services, including gas, water supply, electricity, and telecommunications.
Strategic Environmental Assessment	SEA	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and

		programmes which are likely to have significant effects on the environment.
Strategic Flood Risk Assessment	SFRA	A Strategic Flood Risk Assessment is a study carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.
Strategic Housing Land Availability Assessment	SHLAA	This examines the availability of land in the Borough for residential use and forms part of the Local Plan Evidence Base. It does not allocate sites for housing.
Strategic Housing and Employment Land Market Assessment	SHELMA	
Strategic Housing Market Assessment	SHMA	Strategic Housing Market Assessments are a requirement under national planning policy, and are a key part of the evidence base required to ensure the delivery of housing that meets the needs of communities now and in years to come. They provide a comprehensive survey of housing, including the housing market and local housing needs requirements across all tenures and for a range of client groups.
Supplementary Planning Document	SPD	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal	SA	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
Sustainable Development		A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The Government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development in the UK'. The four aims, to be achieved simultaneously are: <ul style="list-style-type: none"> • Social progress that recognises the needs of everyone; • Effective protection of the environment; • Prudent use of natural resources; and • Maintenance of high and stable levels of economic growth and employment.
Sustainable	SuDS	An approach to managing rainfall in development that

Drainage Systems		replicates natural drainage, managing it close to where it falls, maximising infiltration and minimising surface run-off.
SuDS Approving Body	SAB	The local authority (eg the Council) whose duty it is to deal with the design, approval and adoption of sustainable urban drainage systems within new development.
Town Centre		Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
Transport Assessment		A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Transport statement		A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.
Travelling Showpeople		Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers.
Travel Plan		A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Tree Preservation Order	TPO	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a Tree Preservation Order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.
Use Classes Order		The different land uses are: A1 – Shops C1 - Hotels A2 – Financial and Professional Services C2 - Residential Institutions A3 -- Restaurants and Cafes C2A - Secure Residential Institutions A4 – Driving Establishments C3 - Dwellings

	<p>A5 -- Hot Food Takeaways C4 - Houses in Multiple Occupation</p> <p>B1 -- Business D1 - Non Residential Institutions</p> <p>B2 – General Industrial D2 - Assembly and Leisure</p> <p>B8 – Storage and Distribution Sui Generis – a use which is not included in one of the above definitions</p>
Viability Assessment	A report, including a financial appraisal, to establish the profit or loss arising from a proposed development. It will usually provide an analysis of both the figures inputted and output results together with other matters of relevance. An assessment will normally provide a judgement as to the profitability, or loss, of a development.
Vitality and Viability	The vitality and viability of town and district centres depends on retaining and developing a wide range of attractions and amenities: creating and maintaining an attractive environment: ensuring good accessibility to and within the centre: and attracting continuing investment in development or refurbishment of existing buildings
Washed Over	Some sites are included within, rather than surrounded by, areas of Green Belt. Where this is the case the term washed over is used to describe the Green Belt conditions prevailing.
Windfall Sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Appendices

Consultation Draft

Appendix A: NPPF Requirements

A.1 This appendix shows the National Planning Policy Framework (NPPF) requirements relevant to the Local Plan and the corresponding policy that the requirement would be covered in.

A.2 It should be noted that this is not a complete copy of the NPPF, it just provides a selection of areas within the Framework where the Local Plan is specifically required to provide a policy or information. If you wish to read a full copy of the NPPF it can be found at www.gov.uk/government/collections/planning-practice-guidance

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Halton's Local Plan Policy
Building a Strong, Competitive Economy	(21) Set criteria, or identify strategic sites, for local and inward investment to match the [economic vision and] strategy and to meet anticipated needs over the plan period.	ED1: Employment Allocations
	(21) Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.	ED2: Employment Development / ED3: Complementary Services and Facilities within Employment Areas
Ensuring the Vitality of Town Centres	(23) Define the extent of primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations.	HC3: Primary Shopping Areas and Frontages
	(23) Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needs in town centres.	HC2: Allocations within Halton's Centres
	(23) Allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available. If sufficient edge of centre sites cannot be identified, set policies for meeting the identified needs in other accessible locations that are well connected to the town centre.	HC2: Allocations within Halton's Centres
	(23) Set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres.	HC1: Vital and Viable Centres
Promoting Sustainable Transport	(30) Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.	CS(R)15: Sustainable Transport / C1: Transport Network and Accessibility
	(39) If setting local parking standards for residential and non-residential development, local planning authorities should take into account: <ul style="list-style-type: none"> • the accessibility of the development; • the type, mix and use of the development; 	C2: Parking Standards

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Halton's Local Plan Policy
	<ul style="list-style-type: none"> • the availability of and opportunities for public transport; • local car ownership levels; and • an overall need to reduce the use of high-emission vehicles 	
Supporting High Quality Communications Infrastructure	(43) In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband.	C3: Delivery of Telecommunications Infrastructure
Delivering a Wide Choice of High Quality Homes	(47) Identify key sites which are critical to the delivery of the housing strategy over the plan period	RDI: Residential Development Allocations
Requiring Good Design	(58) Local Plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area.	CS18 - High Quality Design / GRI: Design of Development
Protecting Green Belt Land	(83) Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy	GB Temp: Green Belt Release Allocations / GBI: Control of Development in the Green Belt
	(83) Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.	CS(R)6: Green Belt / GB Temp: Green Belt Release Allocations / GBI: Control of Development in the Green Belt
Meeting the Challenge of Climate Change, Flooding and Coastal Change	(97) Consider identifying suitable areas for renewable and low-carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources.	GR5: Renewable and Low Carbon Energy
	(97) Identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.	GR5 Renewable and Low Carbon Energy
Conserving and Enhancing the Natural Environment	(117) Identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation.	HEI: Nature Conservation
Facilitating the Sustainable Use of Minerals	(143) Identify and include policies for extraction of mineral resources of local and national importance in their area.	HEI1: Minerals
	(143) Define Minerals Safeguarding Areas and adopt appropriate policies in order that known locations of specific minerals resources of local and national importance are not needlessly sterilised by non-mineral development, whilst not creating a presumption that	HEI0: Minerals Allocations

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Halton's Local Plan Policy
	resources defined will be worked; and define Minerals Consultation Areas based on these Minerals Safeguarding Areas.	
	(143) Set out policies to encourage the prior extraction of minerals, where practicable and environmentally feasible, if it is necessary for non-mineral development to take place.	HE11: Minerals
	(143) Set out environmental criteria against which planning applications will be assessed so as to ensure that permitted operations do not have unacceptable adverse impacts on the natural and historic environment or human health.	HE11: Minerals
	(143) Put in place policies to ensure worked land is reclaimed at the earliest opportunity, taking account of aviation safety, and that high quality restoration and aftercare of mineral sites takes place, including for agriculture, geodiversity, biodiversity, native woodland, the historic environment and recreation.	HE11: Minerals
Public Safety from major accidents	(172) Planning policies should be based on up-to-date information on the location of major accident hazards and on the mitigation of the consequences of major accidents.	CS23 – Managing Pollution and Risk

Appendix B: Core Strategy Requirements

B.1 This appendix shows the requirements of the Halton Core Strategy Local Plan relevant to the Delivery and Allocations Local Plan and the corresponding policy that the requirement would be covered in. Core Strategy policies proposed to be replaced in this document are identified with an *.

Core Strategy Policy	Requirement for Delivery and Allocations Local Plan	Delivery and Allocations Local Plan Policy
CS(R)1: Halton's Spatial Strategy*	No specific requirements	n/a
CS2: Presumption in Favour of Sustainable Development	No specific requirements	n/a
CS(R)3: Housing Supply and Locational Priorities*	Allocate specific sites that will contribute to housing supply	RD1: Residential Development Allocations
CS(R)4: Employment Land and Locational Priorities*	Allocate specific sites that will contribute to employment land supply	ED1: Employment Provision Allocations
	Designate the boundaries and extent of Halton's Local Employment Areas and Regional Employment Sites	ED1: Employment Provision Allocations / ED2: Employment Development / Policies Map
CS(R)5: A Network of Centres*	New Local Centres identified to meet local needs.	HC2: Allocations within Halton's Centres
	Allocate areas for future retail development	HC2: Allocations within Halton's Centres
CS(R)6: Green Belt*	Designate extent of the Green Belt	GB Temp: Green Belt Release Allocations / Policies Map
CS7: Infrastructure Provision	No specific requirements	n/a
CS8: 3MG	No specific requirements	n/a
CS9: South Widnes	No specific requirements	n/a
CS10: West Runcorn	No specific requirements	n/a
CS11: East Runcorn	No specific requirements	n/a
CS12: Housing Mix	No specific requirements	n/a
CS(R)13: Affordable Housing*	No specific requirements	n/a
CS(R)14: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople*	Allocation of sites for Gypsy, Traveller and Travelling Showpeople	RD2: Gypsy & Travellers (Allocations)
CS(R)15: Sustainable Transport*	Designate existing Sustainable Transport Network and safeguard future routes and facilities	C1: Transport Network and Accessibility / C2: Parking Standards
CS16: The Mersey Gateway Project	No specific requirements	n/a
CS17: Liverpool John Lennon Airport	Consideration of allocation of land for runway extension	C4: Expansion of Liverpool John

Core Strategy Policy	Requirement for Delivery and Allocations Local Plan	Delivery and Allocations Local Plan Policy
		Lennon Airport
CS18: High Quality Design	No specific requirements	n/a
CS19: Sustainable Development and Climate Change	Support Energy Priority Zones	GR5: Renewable and Low Carbon Energy
CS20: Natural and Historic Environment	Designate sites of local importance including Local Nature Reserves, Local Geological Sites, Local Wildlife Sites, Ancient Woodland, and habitats and species identified in Halton's Biodiversity Action Plan	HE1: Natural Environment
	Designate Borough's heritage assets including Listed Buildings, Conservation Areas, Areas of Archaeological Interest, Scheduled Monuments	HE2: Historic Environment
CS21: Green Infrastructure	Set out the priorities for the protection, enhancement and where appropriate the expansion of green infrastructure	HE5: Green Infrastructure
	Designate green infrastructure network	HE5: Green Infrastructure
	Update the standards for green infrastructure	HE5: Green Infrastructure
CS22: Health and Well-Being	No specific requirements	n/a
CS23: Managing Pollution and Risk	Designate AQMAs, COMAHs, LJLA PSZ	C4: Operation of Liverpool John Lennon Airport
CS24: Waste	No specific requirements	n/a
CS25: Minerals*	Allocate areas of minerals resources	HE10: Minerals Allocations
	Criteria for potential extraction of mineral resources	HE11: Minerals

Appendix C: UDP and Core Strategy Policy Analysis

C.1 This appendix consists of an analysis of the Halton Unitary Development Plan (UDP) saved policies, illustrating policies which have already been deleted and how the remaining policies would be taken forward by the Delivery and Allocations Local Plan. The analysis also highlights UDP saved policies which have been highly cited in planning permission refusals over recent years, demonstrating policy effectiveness.

Key

	Deleted Policies (not 'saved' beyond 2008)
	Deleted by Core Strategy Local Plan
	Deleted by Waste Local Plan
	Proposed to be deleted by Delivery and Allocations Local Plan and / or Revised Core Strategy Policies

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
Halton UDP (Adopted 2005)		
S1	Regeneration	<i>Deleted by CS1</i>
S2	The Built Environment	<i>Lapsed 2008</i>
S3	The Green Environment	<i>Deleted by CS21</i>
S4	Pollution and Health	<i>Deleted by CS23</i>
S5	Major Accident Land Use Risk	<i>Deleted by CS23</i>
S6	Reuse and Remediation of Previously Used or Contaminated Land	<i>Deleted by CS23</i>
S7	Minerals and Waste	<i>Deleted by CS24 / CS25</i>
S8	Sustainable Waste Management Facilities	<i>Deleted by CS24</i>
S9	Waste Management Facilities	<i>Deleted by Waste Plan</i>
S10	Reducing Greenhouse Gas Emissions	<i>Deleted by CS19</i>
S11	Renewable Energy Sources	<i>Deleted by CS19</i>
S12	Areas at Risk from Flooding	<i>Lapsed 2008</i>
S13	Transport	<i>Deleted by CS15</i>
S14	A New Crossing of the River Mersey	<i>Deleted by CS16</i>
S15	Leisure and Tourism	<i>Proposed to be deleted by HC7</i>
S16	Retail Hierarchy	<i>Deleted by CS5</i>
S17	Retail Development	<i>Deleted by CS5</i>
S18	Provision of Land for Housing	<i>Deleted by CS3</i>
S19	Provision of Land for Employment	<i>Deleted by CS4</i>
S20	Regional Investment Sites	<i>Deleted by CS8</i>
S21	Green Belt	<i>Deleted by CS6</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
S22	Unallocated Land in Urban Areas	<i>Proposed to be deleted</i>
S23	Open Countryside	<i>Proposed to be deleted</i>
S24	Sustainable Urban Extensions	<i>Deleted by CS1</i>
S25	Planning Obligations	<i>Deleted by CS7</i>
Chapter 1 – Regeneration		
RG1	Action Area 1 - Southern Widnes	<i>Proposed to be deleted</i>
RG2	Action Area 2 - Central Widnes	<i>Proposed to be deleted</i>
RG3	Action Area 3 - Widnes Waterfront	<i>Proposed to be deleted</i>
RG4	Action Area 4 - Runcorn and Weston Docklands	<i>Proposed to be deleted</i>
RG5	Action Area 5 - Halebank	<i>Proposed to be deleted</i>
RG6	Action Area 6 - Castlefields and Norton Priory	<i>Proposed to be deleted</i>
Chapter 2 – Built Environment		
BE1	General Requirements for Development	<i>Proposed to be deleted by GRI: Design of Development</i>
BE2	Quality of Design	<i>Proposed to be deleted by GRI: Design of Development</i>
BE3	Environment Priority Areas	<i>Proposed to be deleted</i>
BE4	Scheduled Ancient Monuments	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE5	Other Sites of Archaeological Importance	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE6	Archaeological Evaluations	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE7	Demolition of Listed Buildings	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE8	Changes of Use of Listed Buildings	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE9	Alterations and Additions to Listed Buildings	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE10	Protecting the Setting of Listed Buildings	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE11	Enabling Development and the Conservation of Heritage Assets	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE12	General Development Criteria - Conservation Areas	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE13	Demolition in Conservation Areas	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE14	Outline Applications – Conservation Areas	<i>Lapsed 2008</i>
BE15	Local List of Buildings and Structures of Architectural and Historic Interest	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE16	Alterations to and New Shop Fronts	<i>Proposed to be deleted by HC4: Shop Fronts, Signage and Advertising</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
BE17	Advertising and Advertisements	<i>Proposed to be deleted by HC4: Shop Fronts, Signage and Advertising</i>
BE18	Access to New Buildings Used by the Public	<i>Proposed to be deleted</i>
BE19	Disabled Access for Changes of Use, Alterations and Extensions	<i>Proposed to be deleted</i>
BE20	Disabled Access in Public Places	<i>Proposed to be deleted</i>
BE21	Telecommunications Apparatus	<i>Proposed to be deleted by C3: Delivery of Telecommunications Infrastructure</i>
BE22	Boundary Walls and Fences	<i>Proposed to be deleted by GR3: Boundary Fences and Walls</i>
BE23	Temporary Buildings	<i>Proposed to be deleted by GR4: Temporary Buildings</i>
Chapter 3 – The Green Environment		
GE1	Control of Development in the Green Belt	<i>Proposed to be deleted by GB1: Control of Development in the Green Belt</i>
GE2	Hale Village Green Belt	<i>Proposed to be deleted</i>
GE3	Extensions, Alterations and Replacement of Existing Dwellings in the Green Belt	<i>Proposed to be deleted by GB1: Control of Development in the Green Belt</i>
GE4	Re-use of Buildings in the Green Belt	<i>Proposed to be deleted by GB1: Control of Development in the Green Belt</i>
GE5	Outdoor Sport and Recreation Facilities in the Urban Fringe and Open Countryside	<i>Proposed to be deleted by HE6: Greenspace and Outdoor Sports Provision</i>
GE6	Protection of Designated Greenspace	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE7	Proposed Greenspace Designations	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE8	Development within Designated Greenspace	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE9	Redevelopment and Changes of Use of Redundant School Buildings	<i>Proposed to be deleted</i>
GE10	Protection of Linkages in Greenspace Systems	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE11	Protection of Incidental Greenspaces	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE12	Protection of Outdoor Playing Space for Formal Sport And Recreation	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE13	Intensifying Use of Existing Outdoor Sports and Recreation Provision	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE14	Noisy Outdoor Sports	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
GE15	Protection of Outdoor Playing Space for Children	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE16	Protection of Allotments	<i>Proposed to be deleted by HE4: Green Infrastructure</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
GE17	Protection of Sites of International Importance for Nature Conservation	<i>Lapsed 2008</i>
GE18	Protection of Sites of National Importance for Nature Conservation	<i>Proposed to be deleted by HE1: Natural Environment</i>
GE19	Protection of Sites of Importance for Nature Conservation	<i>Proposed to be deleted by HE1: Natural Environment</i>
GE20	Protection and Creation of Local Nature Reserves	<i>Proposed to be deleted by HE1: Natural Environment</i>
GE21	Species Protection	<i>Proposed to be deleted by HE1: Natural Environment</i>
GE22	Protection of Ancient Woodlands	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
GE23	Protection of Areas of Special Landscape Value	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
GE24	Protection of Important Landscape Features	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
GE25	Protection of Ponds	<i>Proposed to be deleted by HE1: Natural Environment</i>
GE26	Protection of Hedgerows	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
GE27	Protection of Trees and Woodland	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
GE28	The Mersey Forest	<i>Proposed to be deleted</i>
GE29	Canals and Rivers	<i>Proposed to be deleted by HE3: Halton's Waterways and Waterfronts</i>
GE30	The Mersey Coastal Zone	<i>Proposed to be deleted</i>
Chapter 4 – Pollution and Risk		
PR1	Air Quality	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR2	Noise Nuisance	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR3	Odour Nuisance	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR4	Light Pollution and Nuisance	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR5	Water Quality	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR6	Land Quality	<i>Proposed to be deleted by HE8: Contaminated Land</i>
PR7	Development Near to Established Pollution Sources	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR8	Noise Sensitive Developments	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR9	Development within the Liverpool Airport	<i>Proposed to be deleted by C4: Operation</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
	Public Safety Zone	<i>of Liverpool John Lennon Airport</i>
PR10	Development within the Liverpool Airport Height Restriction Zone	<i>Proposed to be deleted by C4: Operation of Liverpool John Lennon Airport</i>
PR11	Development of Sites Designated under the Control of Major Hazards (Planning) Regulations 1999 (COMAH)	<i>Proposed to be deleted</i>
PR12	Development on Land Surrounding COMAH Sites	<i>Proposed to be deleted</i>
PR13	Vacant and Derelict Land	<i>Lapsed 2008</i>
PR14	Contaminated Land	<i>Proposed to be deleted by HE8: Contaminated Land</i>
PR15	Groundwater	<i>Proposed to be deleted by HE9: Water Management and Flood Risk</i>
PR16	Development and Flood Risk	<i>Proposed to be deleted by HE9: Water Management and Flood Risk</i>
Chapter 5 – Minerals and Waste Management		
MW1	All Minerals and Waste Management Developments	<i>Proposed to be deleted by HE11: Minerals</i>
MW2	Requirements for all Applications	<i>Proposed to be deleted by HE11: Minerals</i>
MW3	Requirements for all Waste Management Applications	<i>Deleted by Waste Plan</i>
MW4	Aggregate Minerals	<i>Proposed to be deleted by HE11: Minerals</i>
MW5	Protection of Mineral resources	<i>Deleted by CS25</i>
MW6	Aftercare	<i>Proposed to be deleted by HE11: Minerals</i>
MW7	Waste Recycling and Collection Facilities	<i>Deleted by Waste Plan</i>
MW8	Aerobic Composting Facilities	<i>Deleted by Waste Plan</i>
MW9	Anaerobic Digestion Facilities	<i>Deleted by Waste Plan</i>
MW10	Wastewater and Sewage Treatment Facilities	<i>Deleted by Waste Plan</i>
MW11	Extensions to Wastewater Treatment Facilities	<i>Deleted by Waste Plan</i>
MW12	Recycling and Household Waste Centres	<i>Deleted by Waste Plan</i>
MW13	Energy Recovery	<i>Deleted by Waste Plan</i>
MW14	Incineration	<i>Deleted by Waste Plan</i>
MW15	Landfill/Landrising of Non-inert Wastes	<i>Deleted by Waste Plan</i>
MW16	Landfill/Landrising of Inert Wastes	<i>Deleted by Waste Plan</i>
MW17	Waste Minimisation and Recycling	<i>Deleted by Waste Plan</i>
MW18	Energy from Non-fossil Sources	<i>Proposed to be deleted by GR5: Renewable and Low Carbon Energy</i>
Chapter 6 – Transport		
TP1	Public Transport Provision as Part of New Development	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP2	Existing Public Transport Facilities	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP3	Disused Public Transport Facilities	<i>Proposed to be deleted by C1: Transport</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
		<i>Network and Accessibility</i>
TP4	New Public Transport Facilities	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP5	Taxi Ranks and Offices	<i>Proposed to be deleted</i>
TP6	Cycle Provision as Part of New Development	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP7	Pedestrian Provision as Part of New Development	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP8	Pedestrian Improvement Schemes	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP9	The Greenway Network	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP10	The Trans-Pennine Trail and Mersey Way	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP11	Road Schemes	<i>Proposed to be deleted</i>
TP12	Car Parking	<i>Proposed to be deleted by C2: Parking Standards</i>
TP13	Freight	<i>Proposed to be deleted</i>
TP14	Transport Assessments	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP15	Accessibility to New Development	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP16	Green Travel Plans	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP17	Safe travel for All	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP18	Traffic Management	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP19	Air Quality	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
TP20	Liverpool Airport	<i>Deleted by CS17</i>
Chapter 7 – Leisure, Tourism and Community Facilities		
LTC1	Developments of Major Leisure and Community Facilities within Designated Shopping Centres	<i>Proposed to be deleted by HC5: Commercial Leisure Development and Cultural Facilities</i>
LTC2	Developments of Major Leisure and Community Facilities on the Edge of Designated Shopping Centres	<i>Proposed to be deleted by HC5: Commercial Leisure Development and Cultural Facilities</i>
LTC3	Development of Major Leisure and Community Facilities in Out-of-Centre locations	<i>Proposed to be deleted by HC5: Commercial Leisure Development and Cultural Facilities</i>
LTC4	Development of Local Leisure and Community Facilities	<i>Proposed to be deleted by HC6: Community Facilities</i>
LTC5	Protection of Community Facilities	<i>Proposed to be deleted by HC6:</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
		<i>Community Facilities</i>
LTC6	Children's Day Care Provision	<i>Proposed to be deleted by HC6: Community Facilities</i>
LTC7	The Proposed Halton Arts and Cultural Centre Site	<i>Lapsed 2008</i>
LTC8	Protection of Tourism Attractions	<i>Proposed to be deleted by HC7: Visitor Attractions</i>
LTC9	Tourism Development	<i>Proposed to be deleted by HC7: Visitor Attractions</i>
LTC10	Water Based Recreation	<i>Proposed to be deleted by HE3: Halton's Waterways and Waterfronts</i>
Chapter 8 – Shopping and Town Centres		
TC1	Retail and Leisure Allocations	<i>Proposed to be deleted by HC2: Allocations within Halton's Centres</i>
TC2	Retail Development to the Edge of Designated Shopping Centres	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC3	Warrington Road/Eastern Widnes Bypass Site	<i>Proposed to be deleted by HC2: Allocations within Halton's Centres</i>
TC4	Retail Development within Designated Shopping Centres	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC5	Design of Retail Development	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC6	Out of Centre Retail Development	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC7	Existing Small Scale Local Shopping Facilities Outside Defined Shopping Centres	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC8	Non-retail Uses within Primary and Secondary Shopping Areas	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC9	Non-retail Uses within Neighbourhood Centres	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC10	Runcorn Mixed Town Centre Uses Area	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC11	Food and Drink Outlets	<i>Proposed to be deleted by HC1: Halton's Centres</i>
Chapter 9 – Housing		
H1	Provision for New Housing	<i>Proposed to be deleted by RD1: Residential Development Allocations</i>
H2	Design and Density of New Residential Development	<i>Deleted by CS3</i>
H3	Provision of Recreational Greenspace	<i>Proposed to be deleted by RD4: Greenspace Provision for Residential Development</i>
H4	Sheltered Housing	<i>Proposed to be deleted by RD5: Specialist Housing</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
H5	Gypsy Sites	<i>Deleted by CS14</i>
H6	House Extensions	<i>Proposed to be deleted by RD3: Dwelling Alterations, Extensions and Replacement Dwellings</i>
H7	Conversions to Flats	<i>Proposed to be deleted by RD3: Dwelling Alterations, Extensions and Replacement Dwellings</i>
H8	Non Dwelling House Uses	<i>Proposed to be deleted by GR5: Amenity</i>
Chapter 10 – Employment		
E1	Local and Regional Employment Land Allocations	<i>Proposed to be deleted by ED1: Employment Allocations</i>
E2	Priority Employment Redevelopment Areas	<i>Proposed to be deleted by ED1: Employment Allocations</i>
E3	Primarily Employment Areas	<i>Proposed to be deleted by ED1: Employment Allocations</i>
E4	Complementary Services and Facilities within Primarily Employment Areas	<i>Proposed to be deleted by ED3: Complementary Services and Facilities within Employment Areas</i>
E5	New Industrial and Commercial Development	<i>Proposed to be deleted by ED2: Employment Development</i>
E6	Daresbury Laboratories	<i>Deleted by CS11</i>
E7	Ditton Strategic Rail Freight Park	<i>Deleted by CS8</i>
Core Strategy		
SPATIAL POLICIES		
CS1	Halton's Spatial Strategy	<i>Proposed to be deleted by CS(R)1: Halton's Spatial Strategy</i>
CS2	Presumption in Favour of Sustainable Development	To be retained
CS3	Housing Supply and Locational Priorities	<i>Proposed to be deleted by CS(R)3: Housing Supply and Locational Priorities</i>
CS4	Employment Land Supply and Locational Priorities	<i>Proposed to be deleted by CS(R)4: Employment Supply and Locational Priorities</i>
CS5	A Network of Centres	<i>Proposed to be deleted by CS(R)5: A Network of Centres</i>
CS6	Green Belt	<i>Proposed to be deleted by CS(R)6: Green Belt</i>
CS7	Infrastructure Provision	To be retained
KEY AREAS OF CHANGE		
CS8	3MG	To be retained and kept under review
CS9	South Widnes	To be retained and kept under review
CS10	West Runcorn	To be retained and kept under review
CS11	East Runcorn	To be retained and kept under review

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
CORE POLICIES		
CS12	Housing Mix	To be retained
CS13	Affordable Housing	<i>Proposed to be deleted by CS(R) 13: Affordable Housing</i>
CS14	Meeting the Needs of Gypsies, Travellers and Travelling Show People	<i>Proposed to be deleted by CS(R) 14: Meeting the Needs of Gypsies, Travellers and Travelling Show People</i>
CS15	Sustainable Transport	<i>Proposed to be deleted by CS(R) 15: Sustainable Transport</i>
CS16	The Mersey Gateway Project	To be retained
CS17	Liverpool John Lennon Airport	To be retained
CS18	High Quality Design	To be retained
CS19	Sustainable Development and Climate Change	To be retained
CS20	Natural and Historic Environment	To be retained
CS21	Green Infrastructure	To be retained
CS22	Health and Well-Being	To be retained
CS23	Managing Pollution and Risk	To be retained
CS24	Waste	To be retained
CS25	Minerals	To be retained

Appendix D: Parking Standards

Table C2.1: Parking Standards

Use Class	Description	Car Parking Standard	Cycle Parking	Electric Vehicle Infrastructure

Parking Space Type	Brief Overview	Size (see appendix XX)
On Street Parking Spaces	Wherever possible off road parking should be made available for residential developments, and should measure In other scenarios when on street parking is the only solution (once discussed and agreed with planning team) the road conditions should be for Single sided parking: Double sided parking	2.8m x 6m Road width 5.5m Road width 7.5m
Off Street Parking Spaces	In retail /commercial premises (numbers of spaces) can be found in appendix X. Residential Parking can have a significant impact on the overall safety and design of a new residential area, therefore parking in such areas should follow the principles set out in appendix x	See Appendix
Garages	Where a residential property has an allocated garage within its perimeter for it to be considered as a parking space it should follow the principles set out in appendix xx	Single Garage 3m x6m Double Garage 6m x 6m
Mobility Parking	Disabled parking should be clearly marked and positioned close to the entrance of the commercial/retail property, with a safe accessible route from the parking space to the building.	Standard on street disabled bay 1.2m transfer zone, 2.4m x 4.8m, a minimum of 2 applies.

	Residential disabled parking “off street” should be allocated at 5% of overall parking. See Appendix X	For commercial/retail and other see Appendix x
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Consultation Draft

Appendix E: Visitor Attractions

Consultation Draft

Appendix F: Non – designated Heritage Assets and Archaeological Assets

F1. Introduction

- F1.1 In addition to the statutory listed buildings which have national recognition there are many other buildings which, whilst not meeting the national criteria for listing, are of considerable local historic, architectural or other special character interest.
- F1.2 These are non-designated heritage assets, however, these assets can still have formal recognition in the planning system. National planning policy defines a heritage asset as ‘*a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)*’ (National Planning Policy Framework, Annex 2).
- F1.3 These non-designated heritage assets, can be identified and designated by the Local Authority as part of a Local List to ensure that all interested parties are aware of their local importance and merit. A Local List would also be useful when considering planning proposals and to help to conserve the Borough’s historic environment.

F2. What are the implications of Local Listing?

- F2.1 Including an asset on the local list does not change or provide additional statutory protection against its loss or alteration, and does not result in any additional legal requirements for owners. Where a planning application is submitted to the Council however, the significance of the locally listed asset will be a ‘material consideration’ in determining the application. This means that greater emphasis will be placed on ensuring the development conserves or enhances the local character of the area and special interest of that asset, including its setting.

F3. Halton Local List

- F3.1 Halton is currently considering the heritage assets that could be included on its Local List, this provides a unique opportunity for communities in partnership with Halton Borough Council, to identify heritage assets that they wish to protect at the local level.
- F3.2 The identification of buildings or groups of buildings of local interest helps to ensure that owners, developers and other interested parties are aware of their local importance and merit. In this way the Council, through the control of development or by giving advice, will seek sensitive treatment where renovations or alterations are proposed.
- F3.3 Locally listed buildings are likely to be identified in accordance with the following criteria:
- **architectural interest:** buildings which are locally important for the interest of their architectural design, decoration and craftsmanship; also important examples of particular building types and techniques, and significant plan forms
 - **historic interest:** buildings which illustrate important aspects of local social, economic, cultural or military history

- **Social Interest:** this includes assets that are associated with distinctive communal, commemorative, symbolic or spiritual significance or associated with locally distinctive cultural heritage, such as art; literature; music; tv; or film.
- close **historical association** with local or regional important people or events
- **group value:** especially where buildings comprise an important architectural or historic unity or are a fine example of planning (such as squares, terraces and model villages)

F3.4 It is possible that they will be identified in relation to the following themes that have been identified as distinctive within Halton:

- Science
- Waterfront
- Canal Network
- New Town
- Chemical Industry
- Civic Buildings
- Places of Worship and associated buildings
- Public Houses

F4. Selection Criteria

F4.1 It is important that the Local List is robust and objective, in order to ensure that it provides a good basis for planning decisions and will stand up at planning appeal where necessary.

F4.2 Selection criteria are essential in defining the scope of the local heritage list and should take account of the range of assets in an area. This includes recognition that local distinctiveness may lie as much in the commonplace or everyday as it does in the rare and spectacular.

F4.3 The Council will consider the following when selecting assets to include within the local list:

- i. Age – The age of an asset may be an important criterion and the age range can be adjusted to take into account distinctive local characteristics.
- ii. Rarity – Appropriate for all assets, as judged against local characteristics
- iii. Aesthetic Value - the intrinsic design value of an asset relation to local styles, materials or other distinctive local characteristics
- iv. Group Value – assets with a clear visual, design or historic relationships
- v. Evidential Value – additional value from contemporary or historic written record
- vi. Historic Association – links to local historic events or figures
- vii. Archaeological interest
- viii. Designed landscapes – landscape, parks and gardens
- ix. Landmark status
- x. Social and communal value – relating to places perceived as a source of local identity, distinctiveness, social interaction and coherence; often residing in intangible aspects of heritage contribution to the ‘collective memory’ of a place.
- xi. Survival – does it survive in a substantial and recognisable form; are historic features and layout still present; does it represent a significant element in the development of the area.

F5. Can modern assets be nominated?

F5.1 Care has to be taken in nominating assets dating to the last 30 years. This is because there has been little time for an objective and consensus view to be formed on their special interest. To

be included on the list, an asset constructed in the last 30 years would therefore need to be of exceptional architectural, historic and/or townscape interest. Its special interest would also need to survive wholly intact. In line with English Heritage's criteria for listed buildings, assets need to be over 10 years old to be eligible for inclusion.

F6. Who can nominate assets, and how?

F6.1 Anyone can nominate a building, structure or other asset for inclusion in the local list, a copy of the nomination form is available from the Council's website and can be found below. Please provide as much information as is possible to support the inclusion of the asset.

F7. What happens next?

F7.1 Once the nomination period has ended, the Council will assess the nominations and the results of the assessment will be published for consultation. The local list will be kept under review and will allow for further inclusions onto it on an ad-hoc basis. This ensures that the register is up-to-date and takes into account new information and changes in the built environment. Buildings will be removed from the local list if they become listed on the statutory register, are demolished or due to unsympathetic works are no longer of value to warrant its inclusion on the list.

Assets to be included on the Local List

Do you want to propose an asset to be included on the Local List?

The Council are inviting individuals, groups and organisations, whether as landowners, agents or potential developers to put forward sites within Halton that you think should be considered for inclusion on the Local List.

Please Note:

- **Submitting details of a particular site is not a guarantee that the Council will include the asset on the Local List.**

The Council will give due consideration to all sites put forward and will assess them using the methodology proposed above.

- Please return your completed Local List Form via email to forward.planning@halton.gov.uk or by post to Planning Policy, Halton Borough Council, 2nd Floor, Municipal Building, Kingsway, Widnes, WA8 7QF
- **Please complete and return this form for each asset that you wish to be considered, using a separate form for each, together with a corresponding OS based site map (preferably 1:1250 or 1:2500 in scale) clearly identifying the boundary of the site.**
Unfortunately, due to OS licensing and operational restrictions, the Council is unable to supply blank maps for this exercise; OS plans may be obtained via external companies for a fee.
- **Please provide a photo of the asset** to aid identification and consideration.

Completing the Form

Contact details

Your contact details are required. As this is a public consultation process your name and organisation and the asset's location will be published. Please note that assets cannot be treated as confidential.

Ownership

You do not need to be the owner of an asset to promote it for inclusion on the Local List; however, it is recommended that you notify the owner before submitting the site to the Council. If you require details of who owns a particular site we suggest you contact HM Land Registry.

Heritage Value

It may be necessary to undertake some research into its history, for example by looking at old maps to establish its age or how the building has developed. Historic associations need to be established, rather than 'urban myth'. The latter may however contribute to an asset's Communal Value.

We may sometimes come to a different conclusion from that submitted, however the information provided on this form will provide a useful starting point in assessing each site.

Please return your completed Local List form via email to forward.planning@halton.gov.uk or by post to Planning Policy, Halton Borough Council, 2nd Floor, Municipal Building, Kingsway, Widnes, WA8 7QF.

Site Ref. No.:

(Office Use Only)

Local List Form

Your Details (if completing this form by hand please write clearly) ⁵⁴		
	Personal Details	Agent Details ¹⁶
Name		
Email		
Postal Address		
Telephone		
Organisation ⁵⁵		
What is your interest in the site (Owner / Lessee / Prospective Purchaser / Neighbour etc)		

Asset Details			
Name of Asset (and any other names it is known by)			
Address:			
Ordnance Survey Grid Reference	Easting		Northing
Site size (hectares)			
Have you enclosed a map showing the assets precise location and detailed boundaries marked in red?			Yes <input type="checkbox"/>
Have you enclosed a photograph showing the asset?			Yes <input type="checkbox"/>

Asset Ownership (if known)		
	Owner 1	Owner 2
Name		
Address (or other contact details such as email or phone number)		

⁵⁴ All responses received will be available for public inspection and may be placed on the Halton Borough Council website. **This will include details of the site, your name and organisation but the remainder of your personal details will remain confidential.** Anonymous responses will not be accepted.

Your personal information will be held and used in line with the Data Protection Act 1998. Your personal data will not be sold on to third parties and we will use the data you give solely for the purpose of preparing the Halton Local Plan or other Planning Policies.

⁵⁵ Where applicable

Asset Description	
Please provide a brief description of the asset?	
If there are buildings on the site please provide information in relation to whether the buildings are in use and whether they are likely to be retained.	
Planning history (please include details of any existing or previous planning applications or permissions relating to this site)	
What are the surrounding land uses?	

Policy Designation
Please tell us about any known policy designations that may need to be considered when developing this site (e.g. Conservation Area, Green Belt, Protected Greenspace, Key Area of Change etc).

Planning History		
Is the asset subject to a planning application, or subject of an existing planning permission?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Please provide details		

Statement of Significance / Heritage Value	
Statement of Significance: (Identify the significance of the asset in the local context)	
Age	
Rarity	
Aesthetic Value: (the intrinsic design value of an asset relation to local styles, materials or other distinctive local characteristics)	
Group Value (assets with a clear visual, design or historic relationships)	

Evidential Value (additional value from contemporary or historic written record)	
Historic Association (links to local historic events or figures)	
Archaeological interest	
Designed landscapes (landscape, parks and gardens)	
Landmark status	
Social and communal value (relating to places perceived as a source of local identity, distinctiveness, social interaction and coherence; often residing in intangible aspects of heritage contribution to the 'collective memory' of a place)	
Survival (does it survive in a substantial and recognisable form; are historic features and layout still present; does it represent a significant element in the development of the area)	

Any Other Information
<p>Please provide any other information regarding this asset, if not already covered above, that may be appropriate for us to consider in the assessment of the site.</p> <p style="text-align: right;">Please use a separate sheet if necessary.</p>

Please return you completed Local List Call for Sites form and accompanying maps to ensure your site is considered in the current assessment.

The form should be returned via email to forward.planning@halton.gov.uk or by post to Planning Policy, Halton Borough Council, 2nd Floor, Municipal Building, Kingsway, Widnes, WA8 7QF

Should you need any help completing the form, please contact: forward.planning@halton.gov.uk or 0151 511 645

Appendix G: Call for Sites Form

Consultation Draft

Call for Sites Form

Do you want to propose a site for development? Or do you know of land or premises that you think should be redeveloped? The Council are inviting individuals, groups and organisations, whether as landowners, agents or potential developers to put forward sites within Halton that you think should be considered for the potential to provide for possible future new development or alternatives uses.

Please Note:

- **Submitting details of a particular site is not a guarantee that the Council will support or allocate the site for development.**
The inclusion of a site in the Site Assessment process does not represent planning policy, and provides no guarantee that a site will be proposed for allocation in the Delivery and Allocations Local Plan, or that it will necessarily be granted planning permission. The Council will give due consideration to all sites put forward and will assess them using the methodology proposed in the Delivery and Allocations Local Plan Scoping Document.
- Please return you completed Call for Sites form via email to forward.planning@halton.gov.uk or by post to Planning Policy, Halton Borough Council, 2nd Floor, Municipal Building, Kingsway, Widnes, WA8 7QF
- **Please complete and return this form for each site that you wish to be considered, using a separate form for each site, together with a corresponding OS based site map (preferably 1:1250 or 1:2500 in scale) clearly identifying the boundary of the site.**
Unfortunately, due to OS licensing and operational restrictions, the Council is unable to supply blank maps for this exercise; OS plans may be obtained via external companies for a fee.
- **Whilst sites previously assessed through the Core Strategy, SHLAA, Green Belt assessment and previous Delivery and Allocations Scoping consultation will automatically be included in the Site Assessment process we would welcome any further updated information on these sites.**

Completing the Form

Contact details

Your contact details are required. As this is a public consultation process your name and organisation and the site's location will be published. Please note that sites cannot be treated as confidential.

Ownership

You do not need to be the owner of a site to promote it for development; however, it is recommended that you notify the owner before submitting the site to the Council. If you require details of who owns a particular site we suggest you contact HM Land Registry.

Site Constraints

In relation to any site constraints please provide evidence, wherever possible, to back up assertions made on the form. It is important to note that the Council will make their own assessment of these matters for each site, potentially in consultation with other stakeholders such as utility providers. We may sometimes come to a different conclusion from that submitted, however the information provided on this form will provide a useful starting point in assessing each site.

Please return you completed Call for Sites form via email to forward.planning@halton.gov.uk or by post to Planning Policy, Halton Borough Council, 2nd Floor, Municipal Building, Kingsway, Widnes, WA8 7QF.

Site Ref. No.:

(Office Use Only)

Call for Sites Form

Your Details (if completing this form by hand please write clearly) ⁵⁶		
	Personal Details	Agent Details ¹⁶
Name		
Email		
Postal Address		
Telephone		
Organisation ⁵⁷		
Position ⁴⁴		
What is your interest in the site (Owner / Lessee / Prospective Purchaser / Neighbour etc)		

Site Details			
Name of Site (and any other names it is known by)			
Address:			
Ordnance Survey Grid Reference	Easting		Northing
Site size (hectares)			
Have you enclosed a map showing the sites precise location and detailed boundaries marked in red?	Yes <input type="checkbox"/>		

Site Ownership			
	Owner 1	Owner 2	Owner 3
Name			
Address (or other contact details such as email or phone number)			
Does the owner support development?	Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/>

Site Description

⁵⁶ All responses received will be available for public inspection and may be placed on the Halton Borough Council website. **This will include details of the site, your name and organisation but the remainder of your personal details will remain confidential.** Anonymous responses will not be accepted.

Your personal information will be held and used in line with the Data Protection Act 1998. Your personal data will not be sold on to third parties and we will use the data you give solely for the purpose of preparing the Halton Local Plan or other Planning Policies.

⁵⁷ Where applicable

What is the site / property currently used for?	
What was the site / property previously used for?	
If the site is vacant or derelict when did the previous use cease?	
If there are buildings on the site please provide information in relation to whether the buildings are in use and whether they are likely to be retained.	
Planning history (please include details of any existing or previous planning applications or permissions relating to this site)	
What are the surrounding land uses?	

Proposed Uses					
Please indicate the preferred use that you would like the site to be considered for (if you wish the site to be considered for a mix of uses, please tick all that apply), please also identify if you would consider an alternative use.					
	Residential	Employment	Retail	Commercial Leisure	Other (Please identify use)
Preferred Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Potential Capacity	No. dwellings:	(SqM)	(SqM)	(SqM)	
Alternative Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Has any masterplanning or design work been undertaken for this site?				Yes <input type="checkbox"/>	No <input type="checkbox"/>
Has this been made available to the Council?				Yes <input type="checkbox"/>	No <input type="checkbox"/>
Please provide information in relation to any benefits that this would provide the local community (eg affordable homes or a community facility).					
Please highlight how this proposal would contribute to the delivery of the Halton Local Plan.					
Please provide any further information that is available in relation to the type, size or scale of the development, the phasing of development and the developers, organisations or businesses that may be involved in bringing this site forward.					

Physical Constraints							
Please tell us about any known constraints that may need to be considered when developing this site.							
	Yes	No	Don't Know	Nature and severity of constraint	Action needed, timescales and progress	Confirmed by technical study or by service provided	
						Yes	No
Flood Risk & Drainage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Ground Conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Heritage (Listed Building etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Habitats (Protected Species etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Landscape (TPOs, Ancient Woodland etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Services (Water, ICT, Energy etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Pollution (AQMA, contaminated land)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Ransom Strip or Covenants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Other (please define)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>

Policy Designation
Please tell us about any known policy designations that may need to be considered when developing this site (e.g. Green Belt, Protected Greenspace, Key Area of Change etc).

Consultation Draft