

**Halton Borough Council**

**Delivery and Allocations Local Plan  
Scoping Document**

**Draft – November 2013**

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# I. Purpose of the Scoping Document

- I.1 The purpose of this Scoping Document is to look at the main policy areas that the Council plans to cover when preparing the Delivery and Allocations Local Plan. This is the first public consultation in the preparation of the Local Plan and is the starting point for discussion on what the Local Plan should include and what should inform its preparation.
- I.2 The role of the Delivery and Allocations Local Plan is to allocate sites and provide detailed planning policies for Halton's places, areas and issues. This will support the spatial vision and strategic objectives of the Council's adopted Core Strategy Local Plan (April 2013).
- I.3 The Delivery and Allocations Local Plan will:
- identify strategic development site allocations and land use designations for the Borough that will address the policy direction outlined and referred to in the Core Strategy;
  - set out specific policies which will help to guide and inform the development of the identified strategic site allocations and the future growth of the Borough; and,
  - provide further detail on the Key Areas of Change identified in the Core Strategy, where a clustering of opportunity sites warrant a collaborative strategy and policy approach for the area, rather than for individual sites.
- I.4 This first stage will 'scope' the Delivery and Allocations Local Plan, essentially meaning that it is identifying the policies that are needed within the plan in order to guide the future development of the Borough.
- I.5 During the consultation period for the Delivery and Allocations Local Plan Scoping Document the Council wants your views and comments on what is proposed to be included in the Local Plan. Is there anything that has not been included at this point and which is important to the future development of Halton? Are there any policy approaches that should be changed or improved? Please respond to the 'Consultation Questions' that are set out in boxes at the end of appropriate sections in this document. Appendix G details how to return your views and comments back to us.

## CONSULTATION QUESTIONS

- I. Do you agree with the purpose of the Delivery and Allocations Local Plan Scoping Document?

## 2. Policy Framework

- 2.1 The Delivery and Allocations Local Plan will consider how development issues are covered by existing Halton planning documents, how this fits in with the Governments National Planning Policy Framework 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)<sup>1</sup> and the accompanying technical guidance<sup>2</sup>. 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 advice<sup>3</sup>, and national planning policy for waste<sup>4</sup>.
- 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 Delivery and Allocations Local Plan. Requirements from the Planning Policy for Traveller Sites statement are also included.

### Local Context

- 2.6 The Delivery and Allocations Local Plan will complement the planning policies contained in the Halton Core Strategy Local Plan<sup>5</sup>. The Core Strategy sets out the spatial vision, strategic objectives, key policies and broad locations for development, regeneration and other land uses for Halton and was adopted in April 2013.
- 2.7 The adopted Core Strategy does not allocate sites or define areas across the Borough where specific policies apply. The Delivery and Allocations Local Plan will therefore provide that necessary detail, including for the Key Areas of Change. The exception to this is Daresbury within the East Runcorn Key Area of Change where the Core Strategy designated it as a Strategic Site. This was because Daresbury was seen as a key component in the Borough's future development and would see substantial change over the lifetime of the Core Strategy.
- 2.8 Appendix B sets out the requirements stemming from the Core Strategy which need to be addressed in the Delivery and Allocations Local Plan.

<sup>1</sup> CLG (2012) National Planning Policy Framework

<sup>2</sup> CLG (2012) Technical Guidance to the National Planning Policy Framework

<sup>3</sup> CLG (2012) Planning policy for traveller sites

<sup>4</sup> CLG (2011) Planning Policy Statement 10: Planning for Sustainable Waste Management

<sup>5</sup> HBC (2013) Halton Core Strategy Local Plan

- 2.9 The Joint Merseyside and Halton Waste Local Plan (Joint Waste Local Plan) sets out the planning strategy for sustainable waste management to 2025 and 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.
- 2.10 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 number of UDP policies and the Joint Waste Local Plan additionally deleted a range of policies. The Delivery and Allocations Local Plan is intended to replace or delete the remaining UDP policies in their entirety.
- 2.11 A Proposals Map was also adopted alongside the UDP. The Delivery and Allocations Local Plan will replace the Proposals Map with a 'Policies Map'. This will illustrate the site allocations and designations made through the Delivery and Allocations Local Plan and the Core Strategy Local Plan.
- 2.12 A policy analysis of the UDP has been undertaken in Appendix C to show how the saved UDP policies are going to be taken forward by the Delivery and Allocations Local Plan and to identify policies which are important to assist Development Management matters within the Council. Appendix D details potential policies which may not be taken forward by the Local Plan and which would as a consequence become deleted. The reasons for deletion and subsequent outcome(s) (if appropriate) are also detailed.
- 2.13 The Delivery and Allocations Local Plan, as the Core Strategy does, will have a close relationship with Halton's Sustainable Community Strategy<sup>6</sup> which outlines the long-term vision to achieve sustainable improvement in Halton, the Halton Local Transport Plan<sup>7</sup> which aims to provide a good quality transport system, the Borough's Economic Regeneration Strategies which support the economic performance of the Borough and Halton's Housing Strategy ensuring that Halton offers a broad range of good quality housing which meets the needs of existing and future communities.

## CONSULTATION QUESTIONS

2. Do you think that there are any other plans or strategies at the national or local level which need to be taken into account?

<sup>6</sup> HBC (2010) Halton Sustainable Community Strategy 2011-2026

<sup>7</sup> HBC (2011) Halton Local Transport Plan 3

## 3. Supporting Documents

- 3.1 The Halton Delivery and Allocations Local Plan will be 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 Local Plan 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 SEA
- 3.3 The SA process began with a Scoping Report in 2006 which was revised in 2009 for the Core Strategy Local Plan. This Scoping report has again been updated for the Delivery and Allocations Local Plan Scoping Document and is being consulted on at the same time as this document<sup>8</sup>. This sets out the sustainability challenges the Borough faces, and the context in which this plan must be prepared.

### **Infrastructure Plan**

- 3.4 The Halton Infrastructure Plan is a key supporting document for the Delivery and Allocations 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. A 2013 update to the Infrastructure Plan has been completed<sup>9</sup> and is currently available on the Council's website.
- 3.5 The Delivery and Allocations Local Plan 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 Local Plan to ensure that there is enough infrastructure in the right location at the appropriate time to meet the needs of development. Integral to this will be on-going dialogue with infrastructure providers.

### **Habitats Regulations Assessment**

- 3.6 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 Delivery and Allocations Local Plan will not adversely affect the integrity of a site of European nature conservation importance, either alone or in combination with other plans and projects. The HRA of this Local Plan will be reported on separately at a later stage in its preparation.

### **Health Impact Assessment**

- 3.7 A Health Impact Assessment (HIA) will support the Delivery and Allocations Local Plan. 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

<sup>8</sup> HBC (2013) Delivery and Allocations Local Plan SA Scoping Report

<sup>9</sup> HBC (2013) Infrastructure Plan: 2013 Review

elements, recommendations for action and opportunities to maximise positive contributions.

### **Equality Impact Assessment**

- 3.8 The Delivery and Allocations Local Plan 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 Act<sup>10</sup> and how they promote equality in all aspects of strategic decision making and service provision. The EqIA will assess the Local Plan for potential disproportionate impacts on Halton's diverse communities.

### **Duty to Cooperate Statement**

- 3.9 The Localism Act 2011<sup>11</sup> 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.
- 3.10 A Duty to Cooperate Statement will demonstrate that Halton Borough Council will have met these requirements with regards to the Delivery and Allocations Local Plan. It will also be considered by the 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 QUESTIONS**

3. Do you agree that the supporting documents proposed to be produced to support the Delivery and Allocations Local Plan are appropriate and meet the necessary requirements?

<sup>10</sup> HMSO (2010) Equality Act 2010

<sup>11</sup> HM Gov (2011) Localism Act



## 4. Evidence Base

- 4.1 The Delivery and Allocations Local Plan 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.

### Existing Evidence Base

- 4.3 The key pieces of Halton's existing evidence base which will be used to support the Delivery and Allocations Local Plan 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, 2011): This has been undertaken 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.
  - **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 and Leisure Study** (GVA Grimley, 2009): This is a capacity study looking to identify trading roles and performance of the Borough's main retail centres and to quantify the need, if any, for additional provision.
  - **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
  - **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.

- 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/environmentandplanning/planning/294413/>

### Proposed Evidence Base

- 4.5 Evidence base documents to be developed alongside the Delivery and Allocations Local Plan are set out below:

- **Widnes and Hale Green Belt Study:** This study will review and assess the Widnes and Hale Green Belt in accordance with Core Strategy policy CS6: 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
- **Gypsy and Traveller Accommodation Assessment** (ORS, 2013): In association with the Cheshire Partnership this document will assess accommodation and related service needs of Gypsies, Travellers and Travelling Showpeople
- **Borough Development Viability Study:** This study will assess the economic viability of development
- **Liverpool City Region and Local Transport Plan 4:** This will be the forth Local Transport Plan covering Halton, containing transport strategy and policies, and the proposed schemes for implementation over the coming years.
- **Playing Pitch Strategy:** This strategy will assess existing and future needs for playing pitch provision in Halton

- 4.6 The local evidence base which supports each of the Delivery and Allocations Local Plan policies has been included in Appendix E.

### CONSULTATION QUESTIONS

4. Are there any other evidence base documents that need to be taken into account or prepared for the Delivery and Allocations Local Plan?

## 5. Timetable

- 5.1 The table below sets out how the Local Plan will be prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012<sup>12</sup>, including further stages of consultation. Further details of how the Council will consult are also set out in the Halton Statement of Community Involvement<sup>13</sup>.

Stage	Estimated Date
Scoping Document preparation	Completed
Developing the Evidence Base	Underway and Continuing
<b>Consultation on the Scoping Document</b>	<b>December 2013 – February 2014</b>
Preparation of the Draft Local Plan	February – June 2014
Consultation on Draft Local Plan	July - September 2014
Pre-Submission consultation of the Local Plan	November – December 2014
Submission to Planning Inspectorate	March 2015
Examination Hearings	June 2015
Receipt of Inspectors Report	August 2015
Adoption of Local Plan	September 2015

**Proposed Timetable with Estimated Dates**

- 5.2 As can be seen by the above timetable this current consultation on the Scoping Document is only the first stage of what will be an on-going process of engagement and dialogue with the community and other interested partners in the preparation of the Delivery and Allocations Local Plan. All comments received during this stage of consultation will be carefully considered before work commences on the actual drafting of the Local Plan.

### CONSULTATION QUESTIONS

5. Do you think that the proposed timetable meets the requirements of the Planning Acts and Regulations?

<sup>12</sup> HM GOV (2012) Town and Country Planning (Local Planning) (England) Regulations 2012

<sup>13</sup> HBC (2013) Halton Statement of Community Involvement

## 6. Vision and Objectives

- 6.1 It is proposed that the Delivery and Allocations Local Plan will share the same Vision and Strategic Objectives as set out in the Core Strategy. The Vision and Strategic Objectives were developed through the production of the Core Strategy with a consideration of the Borough's characteristics and the challenges that Halton faces.
- 6.2 **Halton's challenges are to:**
- respond to the changing population structure including the Borough's ageing population;
  - tackle issues of deprivation and health for the Borough's residents;
  - deliver and secure a balanced housing offer which is appropriate to local markets and ultimately supports the Borough's economic growth;
  - continue to create an environment where employers want to invest and create jobs;
  - attract skilled workers into the Borough and increase the proportion of Halton's working age population with appropriate qualifications;
  - support the Borough's economic growth sectors including science and technology, and logistics and distribution;
  - ensure all development is of a high quality of design and that areas of contaminated land are successfully remediated;
  - maintain and enhance Halton's natural and heritage assets including its sites of local, national and international importance, waterside environments and distinctive character;
  - protect, enhance and, where appropriate, expand the Borough's green infrastructure network;
  - put in place mitigation and adaptation measures to deal with the threat of climate change;
  - utilise resources sustainably;
  - reduce congestion and support travel by sustainable modes;
  - maintain and enhance the retail and leisure offer of Widnes Town Centre, Halton Lea and Runcorn Old Town; and,
  - minimise and respond to the potential risk of major accidents, flooding, contamination and pollution.
- 6.3 **The overarching vision is taken from the Halton Sustainable Community Strategy 2011-2026:<sup>14</sup>**
- 6.4 *"Halton will be a thriving and vibrant Borough where people can learn and develop their skills, enjoy a good quality life with good health; a high quality, modern urban environment; the opportunity for all to fulfil their potential; greater wealth and equality; sustained by a thriving business community; and within safer, stronger and more attractive neighbourhoods."*
- 6.5 **Flowing from this, the spatial vision underpinning Halton's Core Strategy is as follows:**
- 6.6 *"In 2028, Halton is well equipped to meet its own needs with housing for all sections of society, a range of employment opportunities, plus retail and leisure facilities for everyone. Halton continues to contribute positively to achieving the economic, environmental and social potential of the Liverpool City Region and the North West."*

<sup>14</sup> Available at: <http://www.haltonpartnership.com/index.php/halton-strategic-partnership/documents/>

- 6.7 *Thriving and diverse residential communities are growing at Sandymoor, Daresbury Strategic Site and Runcorn Waterfront while additional high quality housing in other locations across Runcorn and Widnes are reinforcing and diversifying the Borough's residential offer, responding to the needs of the Borough's communities. There has been a renewed emphasis on the delivery of affordable housing providing accommodation for those who were previously unable to access the type of home they required.*
- 6.8 *The Borough's economy has been strengthened by the expansion of key employment areas at Daresbury Strategic Site, 3MG, Mersey Gateway Port and Widnes Waterfront, and Halton has developed an important role in the sub-region for sustainable distribution and logistics and in high-tech science and research. Halton's residents are well equipped with the skills needed to compete for jobs in all sectors and locations throughout the Borough, where existing employment areas have been retained and improved through appropriate regeneration to meet the needs of modern employers. The Borough's traditional industries, centred on the chemicals sector, continue to play a key role in both Runcorn and Widnes.*
- 6.9 *Retail and leisure centres in the Borough maintain their function as key areas for the provision of shops, services and community facilities. The town centres at Widnes and Halton Lea offer vibrant and busy destinations for people to do their shopping, access services and meet one another. Runcorn Old Town has developed into a unique location for shopping and leisure, with a niche role compared to the two main town centres in the Borough.*
- 6.10 *Development across the Borough is highly sustainable and contributes to the health and well-being of Halton's communities, has made the best use of previously developed land and has utilised infrastructure and resources efficiently. Climatic risks continue to be managed and mitigated and development has contributed to minimising Halton's carbon footprint. Additionally, Halton benefits from high quality infrastructure serving new and existing development.*
- 6.11 *The rural character and setting of the Borough's villages of Moore, Daresbury and Preston-on-the-Hill within the Green Belt has been retained through restrictions on new development. The character of Hale Village (inset within the Green Belt), has also been protected, and any negative impacts associated with the expansion at Liverpool John Lennon Airport are minimised. The Borough's Green Belt continues to provide a vital resource for current and future residents, keeping important spaces between settlements.*
- 6.12 *The historic and natural environments across Halton have been conserved and enhanced for future generations and the Borough's multifunctional green infrastructure network fulfils the recreational needs of residents, contributes to general well-being and provides important linked diverse habitats. Additionally, Halton's legacy of contaminated land continues to be remediated and regenerated, and development responds to the potential risks of major accidents and flooding.*
- 6.13 *Transport routes both through the Borough and to surrounding areas are intrinsic to how the Borough functions on its own and as part of the sub-region, for the movement of goods and people. A second river crossing between the Borough's towns of Runcorn and Widnes, in the form of the Mersey Gateway Project, has been secured, improving connections and acting as a major sub-regional catalyst for development and regeneration."*

6.14 The spatial vision will be achieved through the delivery of the strategic objectives:

1. Create and support attractive, accessible and adaptable residential neighbourhoods where people want to live
2. Provide good quality, affordable accommodation and a wide mix of housing types to create balanced communities
3. Create and sustain a competitive and diverse business environment offering a variety of quality sites and premises, with a particular emphasis on the revitalisation of existing vacant and underused employment areas
4. Further develop Halton's economy around the logistics and distribution sector, and expand the science, creative and knowledge based business clusters
5. Maintain and enhance Halton's town, district and local centres to create high quality retail and leisure areas that meet the needs of the local community, and positively contribute to the image of the Borough
6. Ensure all development is supported by the timely provision of adequate infrastructure, with sufficient capacity to accommodate additional future growth
7. Provide accessible travel options for people and freight, particularly through the realisation of the Mersey Gateway Project, ensuring a better connected, less congested and more sustainable Halton
8. Ensure that all development achieves high standards of design and sustainability and provides a positive contribution to its locality
9. Minimise Halton's contribution to climate change through reducing carbon emissions and ensure the Borough is resilient to the adverse effects of climate change
10. Support the conservation and enhancement of the historic and natural environment including designated sites and species and the Borough's green infrastructure in order to maximise social, economic and environmental benefits
11. Improve the health and well-being of Halton's residents throughout each of their life stages, through supporting the achievement of healthy lifestyles and healthy environments for all
12. Prevent harm and nuisance to people and biodiversity from potential sources of pollution and foreseeable risks
13. Support sustainable and effective waste and minerals management, reducing the amount of waste generated and contributing to the maintenance of appropriate mineral reserves.

### CONSULTATION QUESTIONS

7. Do you agree that Halton's challenges taken from the Core Strategy Local Plan remain relevant for the Delivery and Allocations Local Plan?
8. Do you agree that Halton's spatial vision to 2028 taken from the Core Strategy Local Plan remain relevant for the Delivery and Allocations Local Plan?
9. Do you agree that Halton's strategic objectives taken from the Core Strategy Local Plan remain relevant for the Delivery and Allocations Local Plan?

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## 7. Policy Outline

- 7.1 The following table sets out the proposed policy areas for the Delivery and Allocations Local Plan. A policy outline has been included for each policy. This highlights the matters that are likely to be included in the policy and will give an indication of the scope that will be covered. It should be noted that the policy outline cannot cover all matters and there is potential for modifications at this point in the plan's preparation. Policy wording is not proposed through the policy outline.

### Site Allocations

- 7.2 Site Allocations will be referred to by a specific policy (highlighted in blue in the table). The policy will detail the general criteria for development and the various site reference numbers which will link to the Site Allocations Section of the Local Plan. Site specific allocations will be set out using the following sub-headings (an example is included at Appendix F):

- Red line boundary of site
- Site description
- Relevant Core Strategy policies
- Specific allocation
- Indicative development capacity (if applicable)
- Indicative development phasing (if applicable)
- Infrastructure implications (if applicable)

### Designations

- 7.3 Designations will 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 designations will be shown on the Policies Map which will accompany the Delivery and Allocations Local Plan.

### Policies Map

- 7.4 The Policies Map (previously known as the Proposals Map) will show the amendments that the Delivery and Allocations Local Plan policies and the Core Strategy Local Plan policies (including Daresbury Strategic Site) will make to the currently adopted UDP Proposals Map and will include site allocations and designations. The following policy outline identifies the allocations and designations to be shown on the Policies Map.



Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
1. Housing	1	H1: Residential Development Allocations	The policy would: <ul style="list-style-type: none"> <li>allocate sites for residential development purposes (defined in a Site Allocations Section) to deliver the Core Strategy housing requirements</li> </ul>		H1	CS3	Y
	2	H2: Dwelling Alterations, Extensions and Replacement Dwellings	The policy would: <ul style="list-style-type: none"> <li>set external and internal space standards for all new housing developments, including conversions,</li> <li>resist the loss of existing housing, including affordable housing, unless the housing is replaced at existing or higher densities with at least equivalent floorspace</li> <li>ensure that housing developments do not detrimentally effect the appearance or character of the local area or highway conditions</li> <li>ensure that adequate private garden space is provided</li> <li>set criteria for the conversion to flats</li> <li>include amenity considerations to ensure that development does not result in the unacceptable impact on the amenity of the area or the living or working conditions or operations of neighbouring occupants</li> </ul>		H6 / H7		
	3	H3: Non Dwelling House Uses	The policy would: <ul style="list-style-type: none"> <li>state that the presumption will be to refuse development which would lead to the net loss of residential units</li> <li>consider the effects of proposals which would result in the loss of residential accommodation</li> <li>set out that planning permission will not be granted unless for example: development would not detract from the character of the local area, location no longer suitable / viable for residential use, involves an identified regeneration area which provides for the net replacement of units</li> </ul>		H8		
	4	H4: Open Space Provision for Residential Development	The policy would: <ul style="list-style-type: none"> <li>require development to consider adequate open space provision</li> <li>set open space standards (in accordance with the current draft Open Space SPD)</li> <li>explain that the precise levels for open space will depend on the location of the development</li> <li>state that off-site provision or financial contributions will only be agreed where it can be demonstrated that there is no practical alternative</li> <li>identify other exceptions to policy</li> </ul>		H3		
2. Employment	5	E1: Employment Provision Allocations	The policy would: <ul style="list-style-type: none"> <li>allocate sites for employment purposes (defined in a Site Allocations Section) to deliver the Core Strategy requirements</li> </ul>		E1 / E2 / E3	CS4	Y

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
	6	E2: New Employment Development	<p>The policy would:</p> <ul style="list-style-type: none"> <li>identify the appropriate employment uses within designated employment zones</li> <li>ensure development is compatible with existing and proposed surrounding uses</li> <li>ensure new employment development is designed to allow for future flexibility for a range of uses, including future subdivision and/or amalgamation for a range of business accommodation</li> <li>encourage the intensification of existing business floorspace within Town/District centres and employment areas</li> <li>require development to consider design and access issues and where possible alleviate issues. This may include landscape buffer zones to separate uses, measures to reduce amenity issues and screening of storage areas</li> </ul>	Designate the boundaries and extent of Halton's Local Employment Areas	E5	CS4	Y
	7	E3: Complementary Services and Facilities within Employment Areas	<p>The policy would:</p> <ul style="list-style-type: none"> <li>permit complementary services and facilities in employment areas where appropriate</li> <li>ensure that complementary services and facilities do not impact on local employment or the local economy</li> <li>explain that, where appropriate, housing development can form an integral part of a mixed use development and could be permitted within a designated employment area if it is located in or adjacent to a Town or District Centre</li> </ul>		E4		
3. Retail	8	R1: Retail Provision Allocations	<p>The policy would:</p> <ul style="list-style-type: none"> <li>allocate sites for retail purposes (defined in a Site Allocations Section) to deliver the Core Strategy requirements</li> </ul>		TC1 / TC3	CS5	Y
	9	R2: Halton's Centres	<p>The policy would:</p> <ul style="list-style-type: none"> <li>protect primary and secondary retail frontages</li> <li>protect primary shopping areas of the town centres by controlling changes of use from retail</li> <li>protect primary retail role of local centres with other uses supported where they complement the existing role of these centres</li> <li>ensure that the design of retail development is considered, including it being of an appropriate size and scale</li> <li>ensure that retail developments do not detrimentally effect the appearance or character of the area, local amenity or highway conditions</li> <li>ensure that retail development is compatible with the prime retail function of the area</li> <li>identify non retail uses</li> <li>consider food and drink outlets</li> </ul>	<p>Designate Primary and Secondary Retail Frontages</p> <p>Designate Primary Shopping Areas and Local Centres</p>	<p>TC8 / TC9 / TC10</p> <p>TC2 / TC4 / TC5 / TC6 / TC7 / TC11</p>	CS5	Y
	10	R3: Leisure Facilities	<p>The policy would:</p> <ul style="list-style-type: none"> <li>set out the criteria for leisure facilities in designated centres, edge of designated centres and out of centre locations</li> <li>ensure that the design of leisure development is considered, including it being of an appropriate size and scale</li> <li>ensure that leisure developments do not detrimentally effect the appearance or character of the area, local amenity or highway conditions</li> </ul>		LTC1 / LTC2 / LTC3		

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
4. Key Areas of Change	11	KA1: 3MG	The policy would: <ul style="list-style-type: none"> <li>include site specific policies</li> <li>include an illustrative Key Diagram</li> </ul>		N/A	CS8	Y
	12	KA2: South Widnes	The policy would: <ul style="list-style-type: none"> <li>include site specific policies</li> <li>include an illustrative Key Diagram</li> </ul>		RG1 / RG2 / RG3	CS9	Y
	13	KA3: West Runcorn	The policy would: <ul style="list-style-type: none"> <li>include site specific policies</li> <li>include an illustrative Key Diagram</li> </ul>		RG4	CS10	Y
	14	KA4: East Runcorn	The policy would: <ul style="list-style-type: none"> <li>include site specific policies</li> <li>include an illustrative Key Diagram</li> </ul>		N/A	CS11	Y
5. Green Belt / Open Land	15	GB1: Green Belt Release Allocations*	*Will be dependent on the outcome of the Green Belt Study		N/A	CS6	Y
	16	GB2: Control of Development in the Green Belt	The policy would (where not repeating National Guidance): <ul style="list-style-type: none"> <li>identify what is considered appropriate development in Halton's Green Belt</li> <li>identify the local circumstances for the construction of new buildings and changes of use in the Green Belt</li> <li>ensure that extensions, alterations and replacement dwellings will only be permitted subject to scale, character and appearance</li> <li>highlight local circumstances for limited infilling</li> </ul>	Designate extent of the Green Belt	GE1 / GE2 / GE3 / GE4		Y
	17	GB3: Open Land	The policy would: <ul style="list-style-type: none"> <li>Ensure that any land allocated as Open Land (previously Open Countryside) or taken out of the Green Belt and allocated as Open Land is safeguarded for future needs</li> </ul>	Designate Open Land	S23		Y
6. Liverpool John Lennon Airport	18	LJLA1: Expansion of Liverpool John Lennon Airport	The policy would: <ul style="list-style-type: none"> <li>consider the expansion of Liverpool John Lennon Airport (LJLA)</li> <li>define existing and expanded Airport boundary</li> <li>identify if any land were to be removed from the Green Belt (specific to the runway extension)</li> </ul>		N/A	CS17	Y
	19	LJLA2: Liverpool John Lennon Airport	The policy would: <ul style="list-style-type: none"> <li>seek to ensure that development (within the Airport boundary) is not permitted should it impede the operational requirements of the Airport</li> <li>ensure that development has regard to the Airports Surface Access Strategy</li> <li>address the issues of Airport parking</li> <li>consider Circular 1/2003 Safeguarding Aerodromes</li> </ul>		N/A		
7. Travellers	20	T1: Traveller Sites Allocations	The policy would: <ul style="list-style-type: none"> <li>identify specific sites that will enable continuous delivery of sites for at least 15 years</li> <li>identify existing sites to be retained</li> </ul>		N/A	CS14	Y
8. Transport and Accessibility	21	TA1: Transport Allocations	The policy would: <ul style="list-style-type: none"> <li>allocate sites for transport purposes (defined in a Site Allocations Section)</li> </ul>		N/A		Y

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
	22	TA2: Sustainable Transport Network	<p>The policy would:</p> <ul style="list-style-type: none"> <li>ensure that development is only permitted where public transport provision exists or is made for</li> <li>protect existing and disused facilities (location specific)</li> <li>ensure that development would not be permitted where this would prejudice the provision of new public transport facilities (location specific)</li> <li>require development to provide for safe and convenient cycle and pedestrian access</li> <li>seek, where appropriate, new routes to link appropriately to the Greenway Network (including the Trans-Pennine Trail and the Mersey Way), and include improvements and extensions where feasible</li> </ul>	Designate Sustainable Transport Network	TP1 / TP2 / TP3 / TP4 / TP6 / TP7 / TP8 / TP9 / TP10		Y
	23	TA3: Transport Network and Accessibility	<p>The policy would:</p> <ul style="list-style-type: none"> <li>define road schemes (location specific)</li> <li>set out the expectation for larger development applications to be accompanied by a Transport Assessment and Travel Plan (above a set threshold)</li> <li>set out the expectation for smaller development (below a set threshold) to produce a Transport Statement</li> <li>ensure that development does not increase traffic to undesirable levels unless traffic problems can be alleviated</li> <li>ensure that development considers the effects on the sustainable transport network including public transport links, pedestrian and cycling routes</li> <li>ensure that development provides safe access to the overall transport network</li> <li>ensure that development seeks to enhance accessibility for sustainable modes of transport, by giving priority to pedestrian, cycling and public transport access to ensure they are safe, convenient and attractive, and linked to existing networks</li> <li>highlight the need for development to incorporate traffic management and traffic calming schemes where appropriate</li> <li>highlight the need for development to provide equal access for all people, including inclusive access</li> </ul>		TP14 / TP15 / TP16 / TP17 / TP18		Y
	24	TA4: Parking Standards	<p>The policy would:</p> <ul style="list-style-type: none"> <li>incorporate maximum parking standards (including cycle parking)</li> <li>require development proposals to provide an appropriate level of safe, secure, accessible and viable parking provision</li> <li>highlight any exceptions to the policy – development would need to justify in terms of no harmful impact to street scene or the availability of on-street parking</li> <li>consider off-airport car parks (LJLA)</li> <li>consider the provision of electric car charging points where acceptable</li> <li>consider space for on-site car clubs and pool car schemes</li> </ul>		TP12	CS15	

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
9. Design of the Built Environment	25	BE1: Design of Development	<p>The policy would:</p> <ul style="list-style-type: none"> <li>ensure that development has regard to: local character, frontages, scale, height, massing, proportion, form, sustainable development, adaptability, layout, access, boundary walls and fences, public realm, detailing and materials</li> </ul>		BE1 / BE2 / BE18 / BE19 / BE20 / BE22		
	26	BE2: Shop Fronts, Signage and Advertising	<p>The policy would:</p> <ul style="list-style-type: none"> <li>ensure that new and altered shop fronts are only permitted should they be appropriate to the building and the character of the area</li> <li>ensure that proposals for shop fronts have appropriate regard to design, security and safety, amenity and access</li> <li>ensure that signage and advertisements are only 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</li> </ul>		BE16 / BE17		
	27	BE4: Temporary Buildings	<p>The policy would:</p> <ul style="list-style-type: none"> <li>ensure that proposals for temporary buildings do not prejudice the long term after-use of the site</li> <li>require proposals for temporary buildings to be for a specified period</li> </ul>		BE23		
10. Sustainable Development	28	SD1: Renewable and Low Carbon Energy	<p>The policy would:</p> <ul style="list-style-type: none"> <li>ensure renewable and low carbon energy proposals are of the appropriate scale and design</li> <li>seek Energy Statements as part of the Design and Access Statement to demonstrate how the energy hierarchy has been achieved (subject to exclusions)</li> <li>highlight that opportunities for Energy Priority Zones in the Key Areas of Change will be supported where development can draw its energy from decentralised, renewable or low carbon energy</li> <li>require developments in Energy Priority Zones to connect to District Heating networks where it is feasible and viable to do so</li> <li>ensure that proposals for renewable and low carbon energy generation includes a landscape and visual assessment</li> <li>Support the sustainable retrofitting of existing development</li> </ul>		MW18	CS19	

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
11. Natural and Historic Environment	29	NH1: Historic Environment	<p>The policy would:</p> <ul style="list-style-type: none"> <li>consider the development of listed buildings including demolition, change of use, alterations and additions</li> <li>consider development within Conservation Areas including requesting Conservation Area Appraisals to be undertaken (where appropriate) to help increase understanding and respect the significance, special character, context, appearance and historical importance</li> <li>consider other development issues associated with the historic environment including those related to Areas of Archaeological Interest and Scheduled Monuments</li> <li>list locally significant buildings (those that have been identified on the Local List – these are assets which have been jointly identified by local residents and the Council as a valued and distinctive element of the local historic environment)</li> </ul>	<p>Designate Borough’s heritage assets including:</p> <ul style="list-style-type: none"> <li>Listed Buildings</li> <li>Conservation Areas</li> <li>Areas of Archaeological Interest</li> <li>Scheduled Monuments</li> </ul>	BE4 / BE5 / BE6 / BE7 / BE8 / BE9 / BE10 / BE11 / BE12 / BE13 / BE15	CS20	Y
	30	NH2: Nature Conservation	<p>The policy would:</p> <ul style="list-style-type: none"> <li>consider development issues associated with the natural environment including Local Nature Reserves, Local Geological Sites, Local Wildlife Sites, Ancient Woodland and Habitats and species identified in the BAP</li> <li>consider other development issues in the natural environment including the protection of ponds, hedgerows, trees and woodlands.</li> </ul>	<p>Designate sites of local importance including:</p> <ul style="list-style-type: none"> <li>Local Nature Reserves</li> <li>Local Geological Sites</li> <li>Local Wildlife Sites</li> <li>Ancient Woodland</li> <li>Habitats and species identified in the BAP</li> </ul>	GE19 / GE20 / GE21 / GE22 / GE23 / GE24 / GE25 / GE26 / GE27	CS20	Y
	31	NH3: Halton’s Waterfronts	<p>The policy would:</p> <ul style="list-style-type: none"> <li>explain how waterways and their banks provide established habitats with nature conservation value</li> <li>support proposals for recreation and tourism (where appropriate)</li> <li>expect development to respect the important amenity, landscape and ecological characteristics, important landscape and wildlife resources, attractive views and access points</li> <li>ensure that waterside development is not permitted if it would have an unacceptable effect on water quality or cause significant run-off</li> <li>seek opportunities for development to connect any identified habitats, species or features</li> <li>set out the need to consult (if appropriate) the owners of any waterways for any works that might affect the integrity of the waterway or linkages (for instance to towpaths)</li> <li>support the reinstatement of the Runcorn Locks</li> </ul>		GE29 / LTC10		

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
12. Green Infrastructure	32	G1: Protection of Green Infrastructure	<p>The policy would:</p> <ul style="list-style-type: none"> <li>identify in what instances appropriate compensatory / financial contributions would be sought with regard to green infrastructure</li> <li>require development, where appropriate, to include assessments for on-site ecology, connectivity of the site with the green infrastructure network and make provision for improvements where necessary both on-site and off-site</li> <li>ensure that where development is permitted, that it is of a scale, form, layout and design which respects the character of the Borough's green infrastructure network and does not lead to a loss in the overall amenity</li> <li>set out standards for playing pitch, sport and recreation provision in the Borough, to help in assessing development proposals for sport and recreation facilities (link to policy C1)</li> </ul>	Designation of green infrastructure sites	GE5 / GE6 / GE7 / GE8 / GE10 / GE11 / GE12 / GE13 / GE15 / GE16	CS21	Y
13. Communications Infrastructure	33	BE3: Delivery of Communications Infrastructure	<p>The policy would:</p> <ul style="list-style-type: none"> <li>encourage and support proposals for the provision, upgrading and enhancement of wireless and fixed data transfer and telecommunications networks and their associated infrastructure</li> <li>ensure that development proposals have no unacceptable impact on the character and appearance of the area, on residential amenity or on the safe and satisfactory functioning of highways</li> <li>require that development proposals demonstrate that there will be no significant and irremediable interference with electrical equipment, air traffic service or instrumentation operating in the national interest</li> <li>ensure that development proposals have special regard to the Green Belt, and the natural and historic environment where the quality of the landscape / townscape may be particularly sensitive to the intrusion of communications infrastructure</li> </ul>		BE21		
14. Community Services and Facilities	34	CI: Community Facilities	<p>The policy would:</p> <ul style="list-style-type: none"> <li>ensure that the development of community facilities is permitted in or adjacent to town, district or local centres</li> <li>support the provision of new community facilities and the retention and enhancement of existing community facilities</li> <li>ensure that the development involving the loss of a community facility would only be permitted where it can be demonstrated that the existing community use is no longer required, not viable, or proposals for its replacement are included in the application</li> <li>set out standards for playing pitch, sport and recreation provision in the Borough, to help in assessing development proposals for sport and recreation facilities (link to policy G1)</li> </ul>		LTC4 / LTC5 / LTC6		

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
	35	C2: Tourism Attractions	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• promote tourism assets and encourage tourism development</li> <li>• identify specific areas of assets and future development (e.g. West Bank)</li> <li>• ensure that development that would affect an existing tourist attraction would not be permitted if it would be likely to detract from the function, appearance or setting of the attraction</li> <li>• ensure that development proposals for new tourism attractions / facilities be permitted provided that the proposals are appropriate in size, visually unobtrusive and would not lead to unsatisfactory traffic conditions or other nuisance</li> <li>• seek to consider favourably tourism attractions associated with the Borough's waterfronts (see section 11)</li> </ul>		S15 / LTC8 / LTC9		
15. Pollution and Risk	36	PR1: Nuisance	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• ensure that development proposals would not be permitted if it is likely to have an unacceptable effect on:                             <ul style="list-style-type: none"> <li>○ air quality</li> <li>○ noise nuisance</li> <li>○ odour nuisance</li> <li>○ light pollution and nuisance</li> <li>○ water quality</li> </ul> </li> <li>• explain that 'unacceptable effects' include those which have an effect on: local amenity; public health; public safety; quality standards; investment confidence; visual obtrusion and risk to the natural environment</li> <li>• require that any development which has the potential to pollute or cause nuisance to demonstrate that mitigation measures have been incorporated</li> </ul>		PR1 / PR2 / PR3 / PR4 / PR5 / PR8 / TP19 / GE14		
	37	PR2: Contaminated Land	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• require development proposals on land which may be contaminated to be accompanied by a land investigation to establish the level of contamination</li> <li>• require appropriate site remediation and aftercare measures where appropriate and if necessary include details of a programme of implementation</li> <li>• encourage the adoption of sustainable remediation technologies</li> <li>• ensure that Development is not permitted if it is likely to cause contamination of the soil or sub-soil</li> <li>• consideration given to the impact of contamination on the wider environment including water courses, flora and fauna.</li> <li>• explain that the requirement to undertake work associated with contaminated land will be controlled by either planning conditions or where necessary by planning obligations</li> </ul>		PR6 / PR14		
	38	PR3: Pollution Sources	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• ensure that development near to established pollution sources is not permitted if it is likely that those existing sources of pollution will have an unacceptable effect on the proposed development</li> </ul>		PR7		



Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
	39	PR4: Major Accident Risks	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• set out the below requirements for development: <ul style="list-style-type: none"> <li>○ Control of Major Accident Hazards (COMAH) – Development should not impose significant restrictions in terms of off-site accidental risk assessment on surrounding land users</li> <li>○ LJLA Public Safety Zone (PSZ) – Development should not increase the numbers of people living, working or congregating in the zone</li> <li>○ LJLA Height Restriction Zone (HRZ) – Development should be below the specific height and not cause a hazard to air travellers</li> <li>○ Air Quality Management Area (AQMA) – Development should contribute to the reduction in air pollutants as specified by an AQMA</li> </ul> </li> </ul>	<p>Designate:</p> <ul style="list-style-type: none"> <li>• COMAHs</li> <li>• LJLA PSZ</li> <li>• LJLA HRZ</li> <li>• AQMA</li> </ul>	PR9 / PR10 / PR11 / PR12	CS23	Y
	40	PR5: Flood Risk	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• set out the criteria for development regarding flood risk</li> <li>• identify land to be safeguarded from development that is required for current and future flood management (if necessary)</li> </ul>	<p>Designate Flood Risk Areas (if necessary)</p>	PR15 / PR16		Y
16. Minerals	41	M1: Minerals Allocations	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• allocate areas of mineral resources – Minerals Safeguarding Areas (defined in a Site Allocations Section)</li> </ul>			CS25	Y
	42	M2: Minerals	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• set out the criteria for the potential extraction of minerals resources ensuring that minerals development does not have an unacceptable detrimental impact on the Borough’s Green Belt, green infrastructure network, the natural environment, the historic environment, local amenity, the best and most versatile agricultural land, or the highway network. Development should also not cause unacceptable nuisance to surrounding uses</li> <li>• set out the circumstances (where appropriate) for the prior extraction of minerals</li> <li>• require minerals development to incorporate 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 timeframe</li> </ul>		MW1 / MW2 / MW4 / MW6	CS25	

### CONSULTATION QUESTIONS

10. Do you agree with the proposed scope of the policies?
11. Do you think any of the policy areas identified should be dealt with differently from the outline suggested?
12. Do you have any other comments relating to the policy outline?

## Appendix A: NPPF Requirements

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

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Delivery and Allocations 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.	E1: Employment Provision 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.	E2: New Employment Development / E3: 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.	R2: Halton's Centres
	(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.	R1: Retail Provision Allocations
	(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.	R1: Retail Provision Allocations
	(23) Set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres.	R2: Halton's Centres
Promoting Sustainable Transport	(30) Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.	TA2: Sustainable Transport Network / TA3: 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"> <li>the accessibility of the development;</li> <li>the type, mix and use of the development;</li> <li>the availability of and opportunities for public transport;</li> <li>local car ownership levels; and</li> <li>an overall need to reduce the use of high-emission vehicles</li> </ul>	TA4: Parking Standards
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.	BE3: Delivery of Communications Infrastructure
Delivering a Wide	(47) Identify key sites which are critical to the delivery of	H1: Residential

Choice of High Quality Homes	the housing strategy over the plan period	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.	BE1: 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	GE1: Green Belt Release Allocations / GB2: 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.	GE1: Green Belt Release Allocations / GB2: 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.	SD1: 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.	SD1: 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.	NH2: 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.	M2: 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 resources defined will be worked; and define Minerals Consultation Areas based on these Minerals Safeguarding Areas.	M1: Minerals Allocations
	(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.	M2: 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.	M2: 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.	M2: Minerals

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**Planning Policy for Traveller Sites PPS**

<b>Policy Section</b>	<b>Specific Requirement for Delivery and Allocations Local Plan (including paragraph number)</b>	<b>Delivery and Allocations Local Plan Policy</b>
Policy A: Using evidence to plan positively and manage development	(c) Use a robust evidence base to establish accommodation needs to inform the preparation of local plans and making planning decisions.	T1: Traveller Sites Allocations
Policy B: Planning for traveller sites	(8) 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.	T1: Traveller Sites Allocations

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## Appendix B: Core Strategy Requirements

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 Policy	Requirement for Delivery and Allocations Local Plan	Delivery and Allocations Local Plan Policy
CS1: Halton's Spatial Strategy	No specific requirements	n/a
CS2: Presumption in Favour of Sustainable Development	No specific requirements	n/a
CS3: Housing Supply and Locational Priorities	Allocate specific sites that will contribute to housing supply	H1: Residential Development Allocations
CS4: Employment Land and Locational Priorities	Allocate specific sites that will contribute to employment land supply	E1: Employment Provision Allocations
	Designate the boundaries and extent of Halton's Local Employment Areas and Regional Employment Sites	E2: New Employment Development
CS5: A Network of Centres	Designate the Primary and Secondary retail frontages for Widnes Town Centre, Halton Lea and Runcorn Old Town	R2: Halton's Centres
	Designate Primary Shopping Areas for Widnes Town Centre, Halton Lea and Runcorn Old Town	R2: Halton's Centres
	Re-appraise existing and allocate new Local Centre boundaries	R2: Halton's Centres
	Allocate areas for future retail development	R1: Retail Provision Allocations
CS6: Green Belt	Review and designate extent of the Green Belt	GB1: Green Belt Release Allocations
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
CS13: Affordable Housing	No specific requirements	n/a
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople	Target and allocation of sites for Gypsy, Traveller and Travelling Showpeople	T1: Traveller Sites Allocations
CS15: Sustainable Transport	Set maximum parking standards	TA4: Parking Standards
	Designate existing Sustainable Transport Network and safeguard future routes and facilities	TA2: Sustainable Transport Network
CS16: The Mersey Gateway Project	No specific requirements	n/a
CS17: Liverpool John Lennon Airport	Consideration of allocation of land for runway extension	LJLA1: Expansion of Liverpool John Lennon Airport
CS18: High Quality Design	No specific requirements	n/a
CS19: Sustainable Development and Climate Change	Support Energy Priority Zones	SD1: 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	NH2: Nature Conservation
	Designate Borough's heritage assets including Listed Buildings, Conservation Areas, Areas of Archaeological Interest, Scheduled Monuments	NH1: Historic Environment
CS21: Green Infrastructure	Set out the priorities for the protection, enhancement and where appropriate the expansion of green infrastructure	G1: Protection of Green Infrastructure
	Designate green infrastructure network	G1: Protection of Green Infrastructure
	Update the standards for green infrastructure	G1: Protection of Green Infrastructure
CS22: Health and Well-Being	No specific requirements	n/a
CS23: Managing Pollution and Risk	Designate AQMAs, COMAHs, LJLA PSZ	PR4: Major Accident Risks
CS24: Waste	No specific requirements	n/a
CS25: Minerals	Allocate areas of minerals resources	M1: Minerals Allocations
	Criteria for potential extraction of mineral resources	M2: Minerals

## Appendix C: UDP Policy Analysis

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
	Highly cited by Planning Permission Refusals <sup>15</sup>
	Part or all of policy taken forward to Delivery and Allocations Local Plan

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
S1	Regeneration	
S2	The Built Environment	
S3	The Green Environment	
S4	Pollution and Health	
S5	Major Accident Land Use Risk	
S6	Reuse and Remediation of Previously Used or Contaminated Land	
S7	Minerals and Waste	
S8	Sustainable Waste Management Facilities	
S9	Waste Management Facilities	
S10	Reducing Greenhouse Gas Emissions	
S11	Renewable Energy Sources	
S12	Areas at Risk from Flooding	
S13	Transport	
S14	A New Crossing of the River Mersey	
S15	Leisure and Tourism	Merge into C2: Tourism Attractions
S16	Retail Hierarchy	
S17	Retail Development	
S18	Provision of Land for Housing	
S19	Provision of Land for Employment	
S20	Regional Investment Sites	
S21	Green Belt	
S22	Unallocated Land in Urban Areas	
S23	Open Countryside	Merge into GB3: Open Land
S24	Sustainable Urban Extensions	
S25	Planning Obligations	
<b>Chapter 1 - Regeneration</b>		
RG1	Action Area 1 - Southern Widnes	Merge into KA2: South Widnes
RG2	Action Area 2 - Central Widnes	Merge into KA2: South Widnes
RG3	Action Area 3 - Widnes Waterfront	Merge into KA2: South Widnes
RG4	Action Area 4 - Runcorn and Weston Docklands	Merge into KA3: West Runcorn
RG5	Action Area 5 - Halebank	
RG6	Action Area 6 - Castlefields and Norton Priory	
<b>Chapter 2 – Built Environment</b>		

<sup>15</sup> More than five times cited in one Annual Monitoring Report (AMR) year ranging from 2005 to 2012



<b>BE1</b>	General Requirements for Development	Merge into BE1: Design of Development
<b>BE2</b>	Quality of Design	Merge into BE1: Design of Development
<b>BE3</b>	Environment Priority Areas	
<b>BE4</b>	Scheduled Ancient Monuments	Merge into NH1: Historic Environment
<b>BE5</b>	Other Sites of Archaeological Importance	Merge into NH1: Historic Environment
<b>BE6</b>	Archaeological Evaluations	Merge into NH1: Historic Environment
<b>BE7</b>	Demolition of Listed Buildings	Merge into NH1: Historic Environment
<b>BE8</b>	Changes of Use of Listed Buildings	Merge into NH1: Historic Environment
<b>BE9</b>	Alterations and Additions to Listed Buildings	Merge into NH1: Historic Environment
<b>BE10</b>	Protecting the Setting of Listed Buildings	Merge into NH1: Historic Environment
<b>BE11</b>	Enabling Development and the Conservation of Heritage Assets	Merge into NH1: Historic Environment
<b>BE12</b>	General Development Criteria - Conservation Areas	Merge into NH1: Historic Environment
<b>BE13</b>	Demolition in Conservation Areas	Merge into NH1: Historic Environment
<b>BE14</b>	<del>Outline Applications – Conservation Areas</del>	
<b>BE15</b>	Local List of Buildings and Structures of Architectural and Historic Interest	Merge into NH1: Historic Environment
<b>BE16</b>	Alterations to and New Shop Fronts	Merge into BE2: Shop Fronts, Signage and Advertising
<b>BE17</b>	Advertising and Advertisements	Merge into BE2: Shop Fronts, Signage and Advertising
<b>BE18</b>	Access to New Buildings Used by the Public	Merge into BE1: Design of Development
<b>BE19</b>	Disabled Access for Changes of Use, Alterations and Extensions	Merge into BE1: Design of Development
<b>BE20</b>	Disabled Access in Public Places	Merge into BE1: Design of Development
<b>BE21</b>	Telecommunications Apparatus	Keep similar policy – BE3: Delivery of Communications Infrastructure
<b>BE22</b>	Boundary Walls and Fences	Merge into BE1: Design of Development
<b>BE23</b>	Temporary Buildings	Keep similar policy – BE4: Temporary Buildings
<b>Chapter 3 – The Green Environment</b>		
<b>GE1</b>	Control of Development in the Green Belt	Merge into GB1: Green Belt Release Allocations
<b>GE2</b>	Hale Village Green Belt	Merge into GB1: Green Belt Release Allocations
<b>GE3</b>	Extensions, Alterations and Replacement of Existing Dwellings in the Green Belt	Merge into GB1: Green Belt Release Allocations
<b>GE4</b>	Re-use of Buildings in the Green Belt	Merge into GB1: Green Belt Release Allocations
<b>GE5</b>	Outdoor Sport and Recreation Facilities in the Urban Fringe and Open Countryside	Merge into G1: Protection of Green Infrastructure
<b>GE6</b>	Protection of Designated Greenspace	Merge into G1: Protection of Green Infrastructure
<b>GE7</b>	Proposed Greenspace Designations	Merge into G1: Protection of Green Infrastructure
<b>GE8</b>	Development within Designated Greenspace	Merge into G1: Protection of Green Infrastructure
<b>GE9</b>	Redevelopment and Changes of Use of Redundant School Buildings	
<b>GE10</b>	Protection of Linkages in Greenspace Systems	Merge into G1: Protection of Green Infrastructure
<b>GE11</b>	Protection of Incidental Greenspaces	Merge into G1: Protection of Green Infrastructure
<b>GE12</b>	Protection of Outdoor Playing Space for Formal Sport And Recreation	Merge into G1: Protection of Green Infrastructure
<b>GE13</b>	Intensifying Use of Existing Outdoor Sports	Merge into G1: Protection of Green

	and Recreation Provision	Infrastructure
<b>GE14</b>	Noisy Outdoor Sports	Merge into PR1: Nuisance
<b>GE15</b>	Protection of Outdoor Playing Space for Children	Merge into G1: Protection of Green Infrastructure
<b>GE16</b>	Protection of Allotments	Merge into G1: Protection of Green Infrastructure
<b>GE17</b>	<del>Protection of Sites of International Importance for Nature Conservation</del>	
<b>GE18</b>	Protection of Sites of National Importance for Nature Conservation	
<b>GE19</b>	Protection of Sites of Importance for Nature Conservation	Merge into HN2: Nature Conservation
<b>GE20</b>	Protection and Creation of Local Nature Reserves	Merge into HN2: Nature Conservation
<b>GE21</b>	Species Protection	Merge into HN2: Nature Conservation
<b>GE22</b>	Protection of Ancient Woodlands	Merge into HN2: Nature Conservation
<b>GE23</b>	Protection of Areas of Special Landscape Value	Merge into HN2: Nature Conservation
<b>GE24</b>	Protection of Important Landscape Features	Merge into HN2: Nature Conservation
<b>GE25</b>	Protection of Ponds	Merge into HN2: Nature Conservation
<b>GE26</b>	Protection of Hedgerows	Merge into HN2: Nature Conservation
<b>GE27</b>	Protection of Trees and Woodland	Merge into HN2: Nature Conservation
<b>GE28</b>	The Mersey Forest	
<b>GE29</b>	Canals and Rivers	Merge into NH3: Halton's Waterfronts
<b>GE30</b>	The Mersey Coastal Zone	
<b>Chapter 4 – Pollution and Risk</b>		
<b>PR1</b>	Air Quality	Merge into PR1: Nuisance
<b>PR2</b>	Noise Nuisance	Merge into PR1: Nuisance
<b>PR3</b>	Odour Nuisance	Merge into PR1: Nuisance
<b>PR4</b>	Light Pollution and Nuisance	Merge into PR1: Nuisance
<b>PR5</b>	Water Quality	Merge into PR1: Nuisance
<b>PR6</b>	Land Quality	Merge into PR2: Contaminated Land
<b>PR7</b>	Development Near to Established Pollution Sources	Keep similar policy – PR3: Pollution Sources
<b>PR8</b>	Noise Sensitive Developments	Merge into PR1: Nuisance
<b>PR9</b>	Development within the Liverpool Airport Public Safety Zone	Merge into PR4: Major Accident Risks
<b>PR10</b>	Development within the Liverpool Airport Height Restriction Zone	Merge into PR4: Major Accident Risks
<b>PR11</b>	Development of Sites Designated under the Control of Major Hazards (Planning) Regulations 1999 (COMAH)	Merge into PR4: Major Accident Risks
<b>PR12</b>	Development on Land Surrounding COMAH Sites	Merge into PR4: Major Accident Risks
<b>PR13</b>	Vacant and Derelict Land	
<b>PR14</b>	Contaminated Land	Merge into PR2: Contaminated Land
<b>PR15</b>	Groundwater	Merge into PR5: Flood Risk
<b>PR16</b>	Development and Flood Risk	Merge into PR5: Flood Risk
<b>Chapter 5 – Minerals and Waste Management</b>		
<b>MW1</b>	All Minerals and Waste Management Developments	Merge into M2: Minerals
<b>MW2</b>	Requirements for all Applications	Merge into M2: Minerals
<b>MW3</b>	Requirements for all Waste Management Applications	
<b>MW4</b>	Aggregate Minerals	Merge into M2: Minerals
<b>MW5</b>	Protection of Mineral resources	
<b>MW6</b>	Aftercare	Merge into M2: Minerals
<b>MW7</b>	Waste Recycling and Collection Facilities	

<b>MW8</b>	Aerobic Composting Facilities	
<b>MW9</b>	Anaerobic Digestion Facilities	
<b>MW10</b>	Wastewater and Sewage Treatment Facilities	
<b>MW11</b>	Extensions to Wastewater Treatment Facilities	
<b>MW12</b>	Recycling and Household Waste Centres	
<b>MW13</b>	Energy Recovery	
<b>MW14</b>	Incineration	
<b>MW15</b>	Landfill/Landrising of Non-inert Wastes	
<b>MW16</b>	Landfill/Landrising of Inert Wastes	
<b>MW17</b>	Waste Minimisation and Recycling	
<b>MW18</b>	Energy from Non-fossil Sources	Merge into SD1: Renewable and Low Carbon Energy
<b>Chapter 6 – Transport</b>		
<b>TP1</b>	Public Transport Provision as Part of New Development	Merge into TA2: Public Transport Provision / Facilities
<b>TP2</b>	Existing Public Transport Facilities	Merge into TA2: Public Transport Provision / Facilities
<b>TP3</b>	Disused Public Transport Facilities	Merge into TA2: Public Transport Provision / Facilities
<b>TP4</b>	New Public Transport Facilities	Merge into TA2: Public Transport Provision / Facilities
<b>TP5</b>	Taxi Ranks and Offices	
<b>TP6</b>	Cycle Provision as Part of New Development	Merge into TA2: Public Transport Provision / Facilities
<b>TP7</b>	Pedestrian Provision as Part of New Development	Merge into TA2: Public Transport Provision / Facilities
<b>TP8</b>	Pedestrian Improvement Schemes	Merge into TA2: Public Transport Provision / Facilities
<b>TP9</b>	The Greenway Network	Merge into TA2: Public Transport Provision / Facilities
<b>TP10</b>	The Trans-Pennine Trail and Mersey Way	Merge into TA2: Public Transport Provision / Facilities
<b>TP11</b>	Road Schemes	
<b>TP12</b>	Car Parking	Merge into TA4: Parking Standards
<b>TP13</b>	Freight	
<b>TP14</b>	Transport Assessments	Merge into TA3: Transport Network and Accessibility
<b>TP15</b>	Accessibility to New Development	Merge into TA3: Transport Network and Accessibility
<b>TP16</b>	Green Travel Plans	Merge into TA3: Transport Network and Accessibility
<b>TP17</b>	Safe travel for All	Merge into TA3: Transport Network and Accessibility
<b>TP18</b>	Traffic Management	Merge into TA3: Transport Network and Accessibility
<b>TP19</b>	Air Quality	Merge into PR1: Nuisance
<b>TP20</b>	Liverpool Airport	
<b>Chapter 7 – Leisure, Tourism and Community Facilities</b>		
<b>LTC1</b>	Developments of Major Leisure and Community Facilities within Designated Shopping Centres	Merge into R3: Leisure Facilities
<b>LTC2</b>	Developments of Major Leisure and Community Facilities on the Edge of Designated Shopping Centres	Merge into R3: Leisure Facilities
<b>LTC3</b>	Development of Major Leisure and Community Facilities in Out-of-Centre	Merge into R3: Leisure Facilities

	locations	
<b>LTC4</b>	Development of Local Leisure and Community Facilities	Merge into C1: Community Facilities
<b>LTC5</b>	Protection of Community Facilities	Merge into C1: Community Facilities
<b>LTC6</b>	Children's Day Care Provision	Merge into C1: Community Facilities
<b>LTC7</b>	The Proposed Halton Arts and Cultural Centre Site	
<b>LTC8</b>	Protection of Tourism Attractions	Merge into C2: Tourism Attractions
<b>LTC9</b>	Tourism Development	Merge into C2: Tourism Attractions
<b>LTC10</b>	Water Based Recreation	Merge into NH3: Halton's Waterfronts
<b>Chapter 8 – Shopping and Town Centres</b>		
<b>TC1</b>	Retail and Leisure Allocations	Merge into R1: Retail Provision Allocations
<b>TC2</b>	Retail Development to the Edge of Designated Shopping Centres	Merge into R2: Halton's Centres
<b>TC3</b>	Warrington Road/Eastern Widnes Bypass Site	Merge into R1: Retail Provision Allocations
<b>TC4</b>	Retail Development within Designated Shopping Centres	Merge into R2: Halton's Centres
<b>TC5</b>	Design of Retail Development	Merge into R2: Halton's Centres
<b>TC6</b>	Out of Centre Retail Development	Merge into R2: Halton's Centres
<b>TC7</b>	Existing Small Scale Local Shopping Facilities Outside Defined Shopping Centres	Merge into R2: Halton's Centres
<b>TC8</b>	Non-retail Uses within Primary and Secondary Shopping Areas	Merge into R2: Halton's Centres
<b>TC9</b>	Non-retail Uses within Neighbourhood Centres	Merge into R2: Halton's Centres
<b>TC10</b>	Runcorn Mixed Town Centre Uses Area	Merge into R2: Halton's Centres
<b>TC11</b>	Food and Drink Outlets	Merge into R2: Halton's Centres
<b>Chapter 9 – Housing</b>		
<b>H1</b>	Provision for New Housing	H1: Residential Development Allocations
<b>H2</b>	Design and Density of New Residential Development	
<b>H3</b>	Provision of Recreational Greenspace	Develop similar policy – H4: Open Space Provision for Residential Development
<b>H4</b>	Sheltered Housing	
<b>H5</b>	Gypsy Sites	
<b>H6</b>	House Extensions	Merged into H2: Dwelling Alterations, Extensions and Replacement Dwellings
<b>H7</b>	Conversions to Flats	Merged into H2: Dwelling Alterations, Extensions and Replacement Dwellings
<b>H8</b>	Non Dwelling House Uses	Develop similar policy - H3: Non Dwelling House Uses
<b>Chapter 10 – Employment</b>		
<b>E1</b>	Local and Regional Employment Land Allocations	Merge into E1: Employment Provision Allocations
<b>E2</b>	Priority Employment Redevelopment Areas	Merge into E1: Employment Provision Allocations
<b>E3</b>	Primarily Employment Areas	Merge into E1: Employment Provision Allocations
<b>E4</b>	Complementary Services and Facilities within Primarily Employment Areas	Develop similar policy – E3: Complementary Services and Facilities within Employment Areas
<b>E5</b>	New Industrial and Commercial Development	Develop similar policy – E2: New Employment Development
<b>E6</b>	Daresbury Laboratories	
<b>E7</b>	Ditton Strategic Rail Freight Park	

## Appendix D: UDP Policies Proposed to be Deleted without being directly replaced.

The below table shows the remaining UDP policies proposed to be deleted by the Delivery and Allocations Local Plan. The reasons for deletion are included along with the potential outcome of a policies deletion. It should be noted that this is indicative only and may be subject to change.

UDP Policy	Reasons to be Deleted	Outcome of Deletion
S22: Unallocated Land in Urban Areas	<ul style="list-style-type: none"> <li>All land should be allocated in the Site Allocations and Development Management DPD</li> </ul>	<ul style="list-style-type: none"> <li>Ensure all land is allocated through the Delivery and Allocations Local Plan</li> <li>If not will need to add an additional policy to the Delivery and Allocations Local Plan to deal with any unallocated land in the Urban Area</li> </ul>
RG5: Action Area 5 – Halebank	<ul style="list-style-type: none"> <li>Area not identified as a Key Area of Change (Action Areas not being taken forward as part of the Local Plan)</li> <li>Halebank SPD not adopted</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
RG6: Action Area 6 – Castlefields and Norton Priory	<ul style="list-style-type: none"> <li>Area not identified as a Key Area of Change (Action Areas not being taken forward as part of the Local Plan)</li> <li>Adopted SPD to guide development</li> <li>Largely delivered</li> </ul>	<ul style="list-style-type: none"> <li>Potential issues for remaining phase of development?</li> <li>SPD will need to ‘hang off’ an appropriate policy until such time as it is fully implemented</li> </ul>
BE3: Environmental Priority Areas	<ul style="list-style-type: none"> <li>Not identified as part of the Core Strategy</li> <li>No longer applicable</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
GE9: Redevelopment and Changes of Use of Redundant School Buildings	<ul style="list-style-type: none"> <li>Does not require a standalone policy and does not ‘slot’ into any of the proposed policy areas</li> <li>However, it may be appropriate to incorporate in the Local Plan once policy drafting begins.</li> </ul>	<ul style="list-style-type: none"> <li>Issues if school buildings are made redundant - need to ensure that development is controlled</li> </ul>
GE18: Protection of Sites of National Importance for Nature Conservation	<ul style="list-style-type: none"> <li>Protected nationally, therefore no need to protect locally</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
GE28: The Mersey Forest	<ul style="list-style-type: none"> <li>Not considered to be an appropriate policy for the Delivery and Allocations Local Plan</li> <li>Would be covered by Natural Environment policy</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
GE30: The Mersey Coastal Zone	<ul style="list-style-type: none"> <li>Not necessary to protect the coastal zone in addition to other natural environment policies / Waterfront policy</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
TPI3: Freight	<ul style="list-style-type: none"> <li>Covered by Core Strategy policies through the Key Areas of</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>

UDP Policy	Reasons to be Deleted	Outcome of Deletion
	Change	
TP5: Taxi Ranks and Offices	<ul style="list-style-type: none"> <li>Unnecessary to have specific reference</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
TPI 1: Road Schemes	<ul style="list-style-type: none"> <li>Policy is now out of date</li> <li>Any future road schemes will be included in policy TA3: Transport Network and Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
H4: Sheltered Housing	<ul style="list-style-type: none"> <li>This type of housing development should be covered by the more general housing policies</li> <li>Unnecessary to have specific reference</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>

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## Appendix E: Local Evidence Base

The below table shows the key local evidence base documents which will be used to support the Delivery and Allocations Local Plan policies (where appropriate).

Policy No.	Delivery and Allocations Local Plan Policy	Local Evidence Base Documents Applicable to Policy
1	H1: Residential Development Allocations	Halton Strategic Housing Land Availability Assessment (annual update)
		Halton Housing Baseline Report (annual update)
		Mid-Mersey Strategic Housing Market Assessment (GL Hearn and JGC, 2011)
2	H2: Dwelling Alterations, Extensions and Replacement Dwellings	Halton Housing Strategy (HBC, 2008)
3	H3: Non Dwelling House Uses	
4	H4: Open Space Provision for Residential Development	
5	E1: Employment Provision Allocations	Joint Employment Land and Premises Study (BE Group, 2010)
		Halton Employment Baseline Report (annual update)
6	E2: New Employment Development	Joint Employment Land and Premises Study (BE Group, 2010)
		Halton Employment Baseline Report (annual update)
		Halton Economic Review (BE Group, 2008)
7	E3: Complementary Services and Facilities within Employment Areas	Joint Employment Land and Premises Study (BE Group, 2010)
		Halton Employment Baseline Report (annual update)
8	R1: Retail Provision Allocations	Halton Retail and Leisure Study (GVA Grimley, 2009)
		Joint Employment Land and Premises Study (BE Group, 2010)
9	R2: Halton's Centres	Halton Retail and Leisure Study (GVA Grimley, 2009)
10	R3: Leisure Facilities	Halton Retail and Leisure Study (GVA Grimley, 2009)
11	KA1: 3MG	Draft 3MG Masterplan (Atkins 2004)
		3MG SPD (HBC, 2009)
12	KA2: South Widnes	Widnes Waterfront Phase 2 Masterplan and Delivery Strategy (HBC, 2009)
		Draft West Bank SPD (HBC, 2009)
		Mersey Gateway Regeneration Strategy (HBC and GVA, 2008)
13	KA3: West Runcorn	Mersey Gateway Regeneration Strategy (HBC and GVA, 2008)
14	KA4: East Runcorn	East Runcorn Sustainable Transport Study (2011)
		Sandymoor SPD
15	GB1: Green Belt Release Allocations	North Widnes and Hale Green Belt Study (in production)
		Halton Landscape Character Assessment (TEP, 2009)
16	GB2: Control of Development in the Green Belt	Halton Landscape Character Assessment (TEP, 2009)
17	GB3: Open Land	North Widnes and Hale Green Belt Study (in production)
		Halton Landscape Character Assessment (TEP, 2009)
18	LJLA1: Expansion of Liverpool John Lennon Airport	Airport Master Plan to 2030 (Liverpool John Lennon Airport, 2007)
19	LJLA2: Liverpool John Lennon Airport	Airport Master Plan to 2030 (Liverpool John Lennon Airport, 2007)

20	TI: Traveller Sites Allocations	Gypsy and Traveller Accommodation Assessment (in production)
21	TA1: Transport Allocations	Halton Local Transport Plan
22	TA2: Sustainable Transport Network	Halton Local Transport Plan
		Halton Curve Rail Improvements: Demand Study (Steer Davies Gleave, 2009)
		Mid-Mersey Local Authorities Cross Boundary Public Transport Accessibility Report (Atkins, 2010)
		Rights of Way Improvement Plan (HBC, 2009)
23	TA3: Transport Network and Accessibility	Halton Local Transport Plan
		Mid-Mersey Local Authorities Cross Boundary Public Transport Accessibility Report (Atkins, 2010)
24	TA4: Parking Standards	
25	BE1: Design of Development	Design of Residential Development SPD (HBC, 2012)
		Design of New Industrial and Commercial Development SPD (HBC, 2005)
26	BE2: Shop Fronts, Signage and Advertising	
27	BE4: Temporary Buildings	
28	SD1: Renewable and Low Carbon Energy	Liverpool City Region Renewable Energy Capacity Study (Arup, 2010)
29	NH1: Historic Environment	
30	NH2: Nature Conservation	Halton Landscape Character Assessment (TEP, 2009)
31	NH3: Halton's Waterfronts	Halton Landscape Character Assessment (TEP, 2009)
32	GI: Protection of Green Infrastructure	Playing Pitch Strategy (HBC, in production)
		Halton Borough Council Open Space Study (HBC and PMP, 2004 and as updated 2006)
		Liverpool City Region Ecological Framework (MEAS, 2011)
33	BE3: Delivery of Communications Infrastructure	
34	C1: Community Facilities	
35	C2: Tourism Attractions	Economic and Tourism Development Strategy for Halton (HBC, 2005)
36	PR1: Nuisance	Halton Air Quality Management Areas Orders 1 and 2 (2011)
37	PR2: Contaminated Land	Halton Contaminated Land Strategy (2008-2013)
38	PR3: Pollution Sources	
39	PR4: Major Accident Risks	Planning for Risk SPD (HBC, 2010)
40	PR5: Flood Risk	Halton Strategic Flood Risk Assessment (HBC, 2007)
		Halton Level 2 Strategic Flood Risk Assessment (JBA, 2011)
41	M1: Minerals Allocations	The Evidence Base for Minerals Planning in Merseyside (Urban Vision, GMGU and MEAS 2006)
42	M2: Minerals	Minerals Planning in Merseyside (Urban Vision, 2008)



## Appendix F: Example of Allocations Site Proforma

To be agreed...

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## Appendix G: Responding to the Consultation

To be agreed...

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