

# Delivery and Allocations Local Plan

## Proposed Modifications

December 2021

Published for a period of public consultation between  
9<sup>th</sup> December 2021 ~ Noon 21<sup>st</sup> January 2022



HALTON LOCAL PLAN 2014-2037





## **ABOUT THIS DOCUMENT.**

The Proposed Submission Draft together with all representations received to the formal consultation on that draft of this Plan were submitted to the Secretary of State for independent examination on 5<sup>th</sup> March 2020. The secretary of State appointed two independent Inspectors from the Planning Inspectorate to conduct an Examination of the Local Plan. Having considered the Plan and initial representations the Inspectors identified a number of Matters which formed the basis of a series of public hearing sessions that were held between March and June 2021. The Inspectors have considered all the evidence before them, both verbal and written. On this basis, a number of 'Main Modifications' have been identified, which the Inspectors consider are necessary to make the Plan sound and / or legally compliant.

The Main Modifications are proposed without prejudice to the Inspectors' final conclusions on the Local Plan.

The Main Modifications proposed to the originally submitted Local Plan are set out in the Schedule of Proposed Modifications and shown in this document thus;

**MM000** Text proposed to be deleted is shown as ~~bold strikethrough~~

**MM000** Text proposed to be added is shown as bold underline

If submitting representations, please quote the Modification reference number.

**Representations should be made regarding legal compliance and soundness issues only. This is not an opportunity to raise again matters relating to other parts of the submitted Local Plan that have already been considered by the Inspectors during the Examination. The Inspectors will only consider representations from this consultation which relate specifically to the proposed Main Modifications.**

Representations can be made on evidence prepared by the Council at the request of the Inspectors and on the updated Policies Map, Sustainability Appraisal and Habitats Regulation Assessment, where they relate to a representation on a Main Modification.

In addition, the Council is proposing a number of Additional Modifications including minor corrections, updates and amendments (including to the Policies Map) that do not affect the 'soundness' of the Plan. Any comments submitted on these proposed changes WILL NOT BE CONSIDERED BY THE INSPECTORS. These 'additional modifications' are indicated thus;

**AM000** Text proposed to be deleted is shown as ~~strikethrough~~

**AM000** Text proposed to be added is shown as underline

All documents relating to the Proposed Modifications Consultation can be found on the Local Plan website <https://www3.halton.gov.uk/Pages/planning/policyguidance/planningplans.aspx>

All Local Plan Examination documents are available on the Examination website <https://www3.halton.gov.uk/Pages/eip/eiphome.aspx>

# Delivery and Allocations Local Plan

## Proposed Submission Draft

August 2019

Published for a period of public consultation between  
8<sup>th</sup> August and 19<sup>th</sup> September 2019



HALTON LOCAL PLAN 2014-2037





# Halton Local Plan 2014-2037

## Delivery and Allocations Local Plan (incorporating Partial Review of the Core Strategy)

~~(Regulation 19)~~  
~~Proposed Submission Draft~~  
Proposed Modifications

Published for a period of public consultation  
between ~~8th August and 19<sup>th</sup> September 2019~~  
9th December 2021 and noon 21st January 2022

## Version Control

Version	Revisions	Lead(s)	Author(s)	Checked	
Proposed Submission		KB/AM	JH/RT/AM	AC / AP	25/07/19
Proposed Submission Rev1	1) Corrected drafting error CS(R)13 2) D2 added to acceptable uses in HC9- MUA9 3) Policy context; Strat. Objectives added 4) Reference to previous Key Area of Change deleted CS(R)19, CS(R)21, HE3 5) SRL refs added to RD1 to reflect shown on Policies map 6) Policies Map (key reordered & fill colours amended to aid clarity – NO boundaries amended)	KB	AC/AM/KB	ac	31/07/19
<u>Proposed Modifications</u>	Proposed Main Modifications identified by Examination plus additional modifications that do not affect soundness.	AC	AC/KB/AM	ac	29/11/21

# FOREWORD

AM001

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

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

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

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

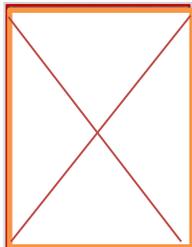
This document will seek to find and allocate the most sustainable sites to provide the foundations for our current residents and future generations to meet to challenges of carbon reduction, sustainable transport and high quality low emission homes. Without considering these issues our local economy cannot grow and prosper, without the right infrastructure to support that growth, our communities will not be able to meet future demands.

The Local Plan is important document which builds upon previous plans and provide the platform for future generations. The plan will support the future the sustainable growth strategy for the area set out in the adopted Core Strategy.

This document will seek to find and allocate the most sustainable sites to provide the foundations for our current residents and future generations to meet to challenges of carbon reduction, sustainable transport and high quality low emission homes. Without considering these issues our local economy cannot grow and prosper, without the right infrastructure to support that growth, our communities will not be able to meet future demands.

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

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



~~Cllr Hignett~~ — Councillor Nelson

Portfolio Holder – Built Environment

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# I. INTRODUCTION

	1.1.	This document has been prepared to for a period of public consultation prior to being submitted to the Secretary of State for independent examination.
	1.2.	This Local Plan (the Delivery and Allocations Local Plan or DALP) sets out the planning policies and land allocations to guide decisions on the location, scale and type of development and changes in the way land and buildings are used. The DALP contains both 'strategic' Revised Core Strategy policies and 'non-strategic' development management policies. Following review, a number of Core Strategy policies have been assessed as being up-to-date and do not form part of this current consultation but will be 'inserted' into the final Local Plan document when adopted.
	<b>Why have we prepared this Document?</b>	
	1.3.	It is essential that the Council continues to have an up-to-date statutory development plan in order to provide for the proper planning of the area.
	1.4.	The current Halton Local Plan Core Strategy was adopted in 2013. Since the Plan was adopted there have been a number of changes that need to be addressed:
	a.	The introduction of the National Planning Policy Framework (NPPF) <sup>1</sup> in March 2012. <sup>2</sup> and subsequent revisions in 2018 and 2019.
	b.	The introduction of National Planning Policy Guidance (PPG) in March 2014.
	c.	The revocation of the Regional Strategy for the North West in May 2013.
	d.	New housing and employment evidence from the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA).
	e.	Planning for the Right Homes in the Right Places (Consultation Proposals), Department of Communities & Local Government (Sept 2017)
	f.	The national standard 'Housing Needs Assessment' methodology (referred to as the "Standard Methodology")
<b>MM001</b>	g.	<b>Revisions to the Use Classes Order (October 2020)</b>
	1.5.	The housing numbers in this previous Core Strategy were derived from the now revoked Regional Spatial Strategy of 2008. The National Planning Policy Framework (NPPF) makes it clear that the Local Plans should now be based on the standard housing methodology <sup>3</sup> . This approach is a, nationally consistent, methodology for calculating minimum housing requirements.
	1.6.	Experience from planning appeals and local plan examinations in other parts of the Country, show that plans based on the old regional spatial strategies, or districts where there isn't enough land earmarked in plans to keep a positive five year supply, are often unable to protect their communities from housing proposals put forward by developers on sites which aren't allocated in a local plan and don't comply with plan policies. This means they haven't been compared against other possible sites and local people haven't had the opportunity to have a say, or worse, were considered and rejected for housing through a plan preparation process, so may not be the best sites in the best locations for new homes. The Council must make sure it retains the primacy of its development plan by moving forward with the DALP.

<sup>1</sup> MHCLG (2019) National Planning Policy Framework (<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)

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

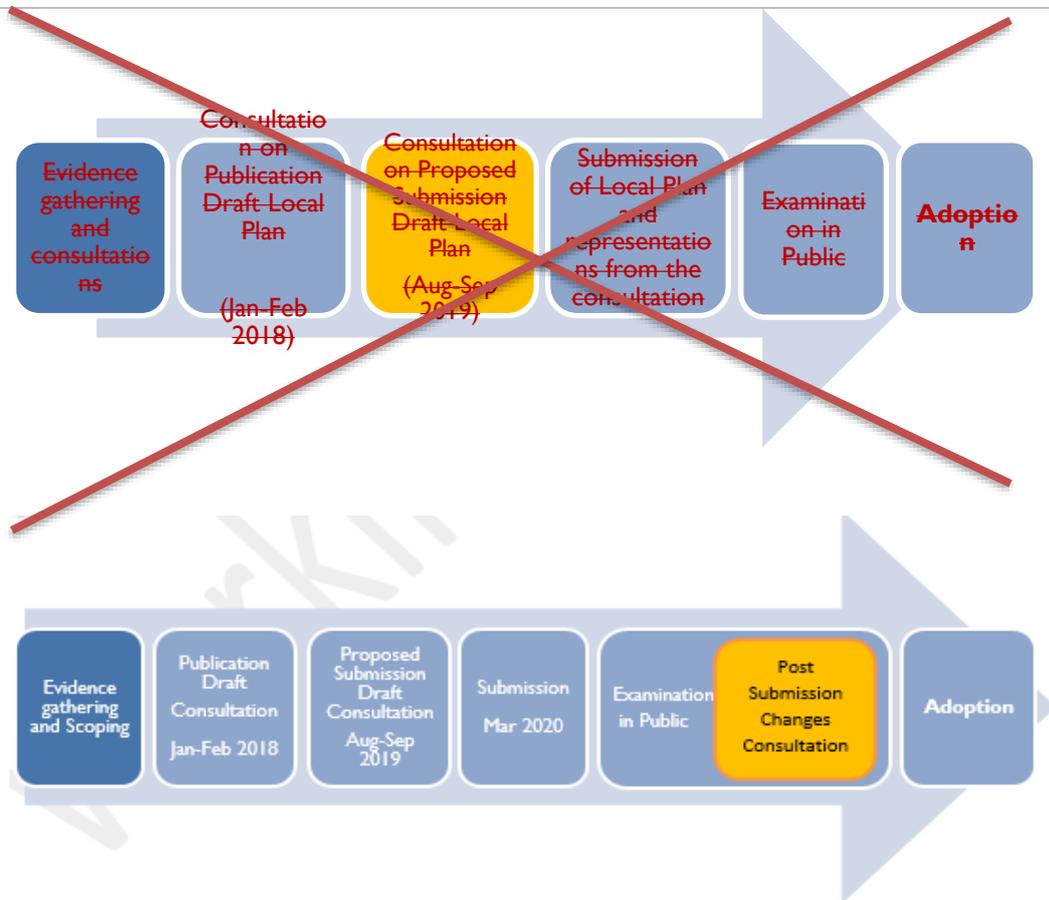
<sup>3</sup> <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

	<b>Purpose and format of the Halton Local Plan</b>
1.7.	Once adopted, the Local Plan will provide a robust and up-to-date policy framework to guide future development within the Borough.
	Specifically, this Local Plan document and associated Adopted Policies Map will:
	a. Replace the remaining saved policies of the Halton UDP (adopted April 2005).
	b. Refresh and update, selected policies of the Core Strategy (adopted April 2013).
	c. Include allocations of land for residential, employment, retail, leisure and other land uses.
	d. Identify areas to be designated and protected for landscape, nature conservation, environmental and heritage reasons.
	e. Provide policies to guide decision making in the development management process.
	f. Replace the previous UDP Proposals Map with the adopted Policies Map.
	<b>Public Consultation</b>
1.8.	The Plan has previously been subject to three public consultations, (1) on the Scope of the Plan, (2) the Revised Scope of the Plan and (3) the Publication Draft. These consultations together with changing Government policy and guidance have shaped the current Plan, which the Council considers to be sound. Following this current consultation the Council will consider the comments received and then may proceed to 'Submit' the document together with the comments received to the Secretary of State who will appoint an independent Inspector to consider the Plan and any outstanding objections.
1.9.	The consultation period for this Local Plan document runs from: 25 <sup>th</sup> July 2019 to 19 <sup>th</sup> September 2019. Only comments received during the consultation period will be considered. The Council asks that consultation responses are made online where possible (at <a href="http://www.halton.gov.uk/DALP">www.halton.gov.uk/DALP</a> ), or via email on the Halton Local Plan Comments Form to <a href="mailto:forward.planning@halton.gov.uk">forward.planning@halton.gov.uk</a> , to save time, paper and money. Paper copies of the comments form can be found at the locations identified below or can be downloaded from the website and will of course be considered alongside the electronic submissions.
1.10.	You will find a copy of each of the relevant the documents online at <a href="http://www.halton.gov.uk/DALP">www.halton.gov.uk/DALP</a> .
1.11.	Or you can view a paper copy at
	<ul style="list-style-type: none"> <li>• Halton Direct Links (HDL) : Runcorn Shopping City</li> <li>• Halton Direct Link HDL) / Library : Granville Street, Runcorn</li> <li>• Halton Direct Link (HDL): Brook Street, Widnes.</li> <li>• Runcorn Library, Shopping City, Runcorn</li> <li>• Kingsway Library, Kingsway, Widnes</li> <li>• Ditton Library.</li> </ul>
	<b>Why should I get involved?</b>
1.12.	Plans can only be truly successful if they are rooted in local knowledge and an appreciation of what residents want. Too much change, change that is too fast, or

	<p>not listening to people's views will not deliver a good plan. Planning for too little growth is not an option either, as the plan needs to go through independent examination by a Government appointed planning inspector to make sure it is based on robust evidence and complies with national policy/guidance. Not everyone can get the outcome they want, but making sure your ideas or concerns are understood and considered helps make a plan better. Our focus is finding out what you think. This is a chance for you to have your say and help plan for the Borough for the next 20 years.</p>
	<p><b>Structure of this Document</b></p>
1.13.	<p>The first six sections of this document set the scene, providing details of the policy context, the supporting documents and the evidence base. Part 1 (Section 7) contains the Strategic Revised Core Strategy policies and Part 2 (Sections 8 - 19) set out the Delivery and Allocations policies.</p>
1.14.	<p>The Local Plan Policies do not cover all areas: where principles for development are addressed by national policies, they are not repeated. Some areas of policy may be supported in future by Supplementary Planning Documents (SPDs), rather than further more detailed Local Plan Policies.</p>
1.15.	<p>All policies within this Local Plan should be read alongside national planning policies, the remaining policies of the Halton Core Strategy Local Plan, the Joint Waste Local Plan and guidance in SPDs.</p>
1.16.	<p>It is also important to note that this document should be read as a whole, as the policies are cross cutting and inter-relate. Decisions on development proposals will have regard to all relevant policies within this and other appropriate documents. The fact that a particular policy may specifically support or encourage a certain type of development does not alter this requirement.</p>
1.17.	<p>Site Allocations identify sites to be allocated for development, such as housing or employment. Designations identify land that should be safeguarded (for example open space or transport infrastructure) or where specific policies apply (for example local centres). Designations relate to Core Strategy or Delivery and Allocations policies. These allocations and designations are to be shown on the accompanying draft Policies Map.</p>
	<p><b>Next Steps</b></p>
1.18.	<p>Preparation of the DALP must follow a number of stages to ensure that local people and other stakeholders have opportunity to help engage with the process and influence the contents of the Plan. It is necessary that the Plan is based on robust evidence, and that it complies with various legal and regulatory tests, including testing of alternatives.</p>
1.19.	<p>Only when the Council is satisfied that the Plan complies with these requirements will it submit the Plan to the Secretary of State who will appoint an independent Inspector to hold an Examination in Public into the 'soundness' (suitability / legal compliance) of the Plan. These stages of work are summarised in Figure 1. It is expected that the DALP would be adopted by the Council in 2020 however due to the complex nature of the work; the programme is kept under regular review.</p>
1.20.	<p>At the close of this current consultation all comments will be recorded and will be considered by officers, a report of the consultation will be prepared and made available online (at <a href="http://www.halton.gov.uk">www.halton.gov.uk</a>). Council will then consider whether it is satisfied that the Plan can be submitted for Examination, or if further changes need to be made and consulted on.</p>

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

AM002



AM003

To be kept informed of work on the Local Plan please see the Latest Planning Updates page on our website ([www.halton.gov.uk/DALP](http://www.halton.gov.uk/DALP)) or contact the Planning Policy Team at [forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk), or 0151 511 6458 , or [Planning & Transport Strategy, Halton Borough Council, PO Box 317, RUNCORN WA7 9BZ](#)  
[Municipal Building, Kingsway, Widnes, WA8 7QF.](#)

## 2. HALTON'S STORY OF PLACE

2.1. Covering the towns of Runcorn and Widnes, Halton is a unitary authority located in the North West of England which straddles the upper estuary of the River Mersey. It is located to the east of Liverpool City with the Borough of St Helens to the north, Warrington to the east and rural north Cheshire lying to the south.

2.2. Home to 128,432<sup>4</sup> people, Halton lies within the core of the Liverpool City Region and together with St Helens and Warrington form Liverpool's Eastern or 'Mid-Mersey' housing market area (Figure 2).

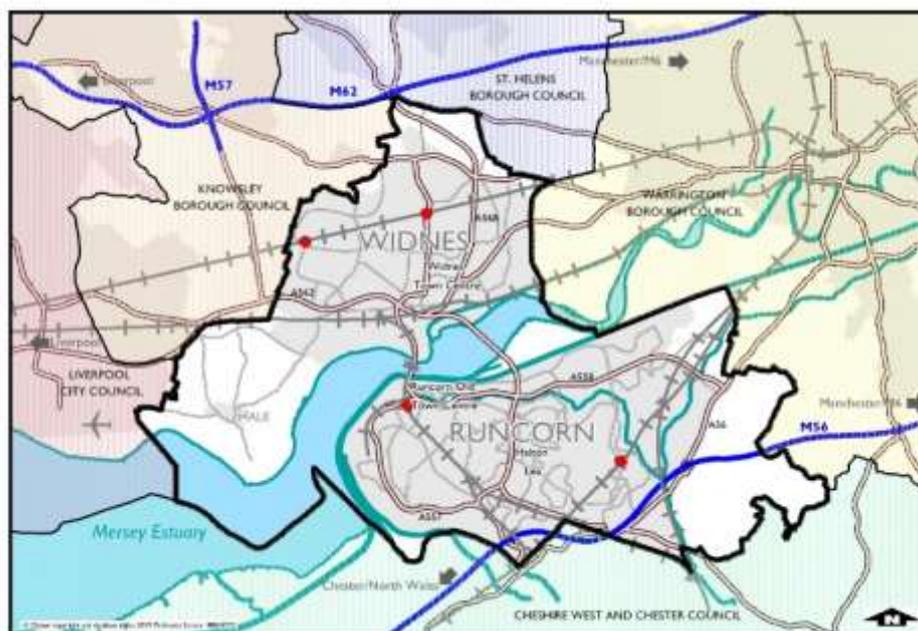
**Figure 2: Liverpool City Region**



2.3. Green Belt covers approximately one third of the land area of the Borough and contains the smaller settlements of Moore, Daresbury and Preston-on-the-Hill, with Hale Village inset within the Green Belt.

2.4. One of the defining characteristics of the Borough of Halton is the Mersey Estuary. Designated as a Special Protection Area (SPA), an internationally important wetland (Ramsar) site and a Site of Special Scientific Interest (SSSI), the estuary provides a unique waterfront environment that both divides and unites the principal towns of Runcorn and Widnes presenting both problems and opportunities for the development of the Borough.

<sup>4</sup> ONS (2018) Mid-Year Population Estimates

**Figure 3: Halton Borough**

- 2.5. The following sections map out the story of Halton as a place, concentrating on the two towns and their relationship to each other from opposite sides of the Mersey Estuary (Figure 3), and the key drivers of change that will affect and shape the Borough to 2037 and beyond.

### **A Tale of Two Towns**

- 2.6. Runcorn and Widnes grew up independently and have only been administered by a single local authority since local government reorganisation in 1974 and by a unitary authority since 1998. Previously Widnes was part of Lancashire and Runcorn part of Cheshire, with the Mersey Estuary separating the two Counties. Consequently, the two towns have very different histories. These are considered separately so that the combined future of the towns can be fully understood.

#### **Widnes**

- 2.7. Widnes originally developed as a significant urban centre with the growth of the chemical industry in the second half of the 19<sup>th</sup> century. This was due to its locational advantages on the Mersey Estuary providing access to a ready supply of water and a central location between areas of salt production in Cheshire and coal production in Lancashire, all being necessary raw materials for the emerging chemical processes. Infrastructure grew to support the chemical industry with the building of the St Helens (Sankey) Canal, the railways and the development of Widnes Docks, around modern day Spike Island.
- 2.8. Chemical plants developed along the waterfront from Ditton to Moss Bank, and northwards alongside the numerous railways that now criss-crossed the area. By the 1860s Widnes had developed into an international centre for alkali production. Commerce, housing and civic institutions grew to support the expanding chemical enterprises.
- 2.9. Products manufactured by the chemical plants included alkali, soap, borax, soda ash, salt cake and bleaching powder. Unfortunately, manufacturing these products produced various toxic liquid and solid waste by-products that were often simply tipped or buried on land adjacent to the factories that produced them, contaminating the land and leaving a legacy affecting the development of the area to this day.
- 2.10. Widnes Town Centre originally developed to the north of the waterfront around Victoria Road / Victoria Square before migrating northwards to its current focus on Albert Road (on reclaimed chemical works). Victorian and interwar housing expanded north of the Town Centre, enveloping the previous hamlets of Appleton and Farnworth. 1970's social housing

	estates in Ditton and Hough Green preceded the latest developments around Upton, to the north and north-west of Widnes, rounding out the urban form.
2.11.	Since the 1970's Widnes has seen significant changes with many old polluting industries closing down and concerted efforts made to decontaminate and reclaim large swathes of despoiled land. Road infrastructure changed over time including changes from Ditton Junction (A533 Queensway) providing direct access to the Mersey Gateway Bridge from the west, the eastern by-pass (A568 Watkinson Way) improving access to the north and the M62 (junction 7), and Fiddlers Ferry Road (A562) improving access to Warrington in the east.
2.12.	Industrial and former industrial land continues to dominate the waterfront areas, with new employment opportunities within the logistics and distribution sector being created at 3MG (Mersey Multimodal Gateway) and on Widnes Waterfront which is seeking to establish a modern office market and address the town's lack of modern business accommodation.
	<b>Runcorn</b>
2.13.	Runcorn is the older of the two settlements. After a brief spell as a spa resort, Runcorn's modern growth can be traced to the opening of the Bridgewater Canal in 1761 which provided the stimulus for commercial and industrial growth. This was furthered by the development of the mainline railway and the Manchester Ship Canal in the 1800s. Although to a lesser extent than compared with Widnes, throughout the 19 <sup>th</sup> century, Runcorn increasingly became industrialised with the growth of the chemical and associated industries, which (as with Widnes) sprawled along the banks of the Mersey. Runcorn Locks connected the Bridgewater Canal with the Weaver Navigation and Manchester Ship Canal, supporting the development of significant port facilities at Runcorn and Weston Docks.
2.14.	In 1964 Runcorn was designated as a New Town, whose purpose was primarily to cater for population overspill from Liverpool and to re-house residents from Liverpool and north Merseyside's unfit dwellings. The Master Plan <sup>5</sup> (including Amendments <sup>6,7</sup> ) for the New Town (Figure 4) was prepared to provide homes and jobs for 45,000 people growing to a population of 70,000 by the 1980s and with the possibility of expanding further up to 100,000 in later years.

<sup>5</sup> Runcorn Development Corporation (1967) Runcorn New Town Master Plan

<sup>6</sup> Runcorn Development Corporation (1971) Runcorn New Town Master Plan: Amendment No.1

<sup>7</sup> Runcorn Development Corporation (1975) Runcorn New Town Master Plan: Amendment No.2



	<p>with road vehicles unable to make the crossing until 1905 when the Transporter Bridge opened.</p>
<p>2.21.</p>	<p>With the post war growth in road traffic, the Transporter Bridge proved inadequate and was replaced by the iconic Silver Jubilee Bridge which opened in 1961. The Silver Jubilee Bridge was a strategic link in the regional transport network as well as presenting the only current vehicular and pedestrian link between the towns of Runcorn and Widnes until 2017. Despite being converted to four lanes in the 1970s, the Silver Jubilee Bridge was operating beyond its design capacity of 60,000 vehicles per day, with over 80,000 vehicles making the crossing every weekday. As a result the bridge suffered from severe peak time congestion creating a pinch point on the road network, a situation further exacerbated by the increasing maintenance requirements on the 50+ year old structure.</p>
	<p><b>The Transporter Bridge</b></p>
	
<p>2.22.</p>	<p>To relieve cross river congestion and aid connectivity between Runcorn and Widnes, a new road crossing across the Mersey Estuary upstream of the Silver Jubilee Bridge has been delivered in 2017. The Mersey Gateway Bridge is more than just a bridge, but the ‘catalyst’ that will connect communities and lead to regeneration and investment throughout Halton, the Liverpool City Region, Cheshire and the North West.</p>
<p>2.23.</p>	<p>Halton’s bridges, past, present and future, provide Runcorn and Widnes with a deep rooted connection, decreasing the traditional divide, leading to a more unified and prosperous Borough.</p>
	

**Drivers of Change**

2.24. Halton Borough Council is a high achieving and aspirational council with a proactive approach towards encouraging and enabling development in the Borough. To guide Halton’s future development to 2037 and beyond it is important to understand the Borough’s current characteristics including its assets, issues and opportunities. Together these form Halton’s drivers of change.

**Demographics**

2.25. Halton’s resident population has, after a significant period of population decline, started to experience a reverse in the trend with modest growth anticipated. The population of the Borough, estimated to be 126,354<sup>8</sup> in 2014, is projected to increase by around 3,910 to 130,264 by the end of the plan period (2037)<sup>9</sup>.

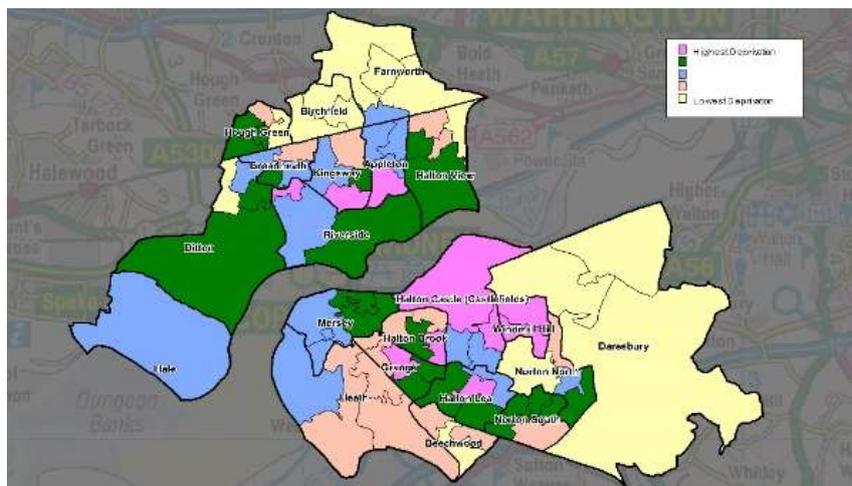
2.26. The overall population of Halton is increasingly steadily year on year. Since 2011, the borough has seen its total population rise by almost 600. Although the 0-15 population has seen a small increase in line with the overall trend of Halton, the working age population has actually decreased by 4% since 2011. Perhaps the most striking statistic with regards to the population change in Halton since 2011 is that the older population (65+) has seen a 23% increase since 2011. In line with this current trend, the projected population of Halton shows the numbers aged over 65+ projected to increase by some 44% by 2036. This ageing population will create additional demand for care services and for adapted or specialist housing.”

2.27. Net outward migration which drove past population decline is expected to reduce, but will may remain an issue for the Borough, particularly amongst young working age adults leaving to pursue education and employment opportunities elsewhere.

**Deprivation**

2.28. The Index of Multiple Deprivation (IMD)<sup>10</sup> can be used to identify groups and areas in Halton suffering from deprivation. Halton is ranked as the 27<sup>th</sup> most deprived Borough nationally (at 2015) and 3<sup>rd</sup> in the Liverpool City Region, behind Knowsley and Liverpool. 26% of the Borough’s population live in the top 10% most deprived areas in England. Halton’s ranking has remained the same since the previous IMD in 2010 which ranked the Borough as the 27<sup>th</sup> most deprived Borough nationally signalling that Halton is performing poorly in terms of overall deprivation. Halton has ten areas within the top 3% most deprived in England. These are identified in pink in Figure 5.

**Figure 5: Halton’s Spatial Deprivation**



<sup>8</sup> ONS (2016) 2016-based Subnational Population Projections

<sup>9</sup> ONS(2012) 2010-based Subnational Population Projections

<sup>10</sup> CLG (2015) The English Indices of Deprivation

	<b>Health</b>
2.29.	A principal concern for Halton is the health of its residents. The Borough has for many years had some of the poorest health outcomes and shortest life expectancies of any area in England. Life expectancy at birth in Halton (2014-2016) <sup>11</sup> is 77.5 years for males and 80.6 years for females. This is lower than both the North West (78.2 male, 81.7 female) and England figures (79.5 male, 83.1 female). Research in 2003 by the University of Lancaster commissioned by the Halton Health Partnership <sup>12</sup> showed that local health issues were not, as then suspected, the result of the Borough's industrial past and heavily contaminated local environment, but are more strongly related to poor lifestyles and economic deprivation, this research is still considered relevant today.
	<b>Housing</b>
2.30.	At 2014 there were a total of 53,200 dwellings within the Borough. The property profile is fairly varied and as such meets the needs of a wide range of population groups, however, there is currently an over representation of terraced properties (New Town in Runcorn / Victorian in Widnes) and a need for more family and aspirational housing <sup>13</sup> .
2.31.	Halton has a lower proportion of owner occupied and private rented dwelling stock than the regional and national averages; the Borough also has a significantly higher proportion of the population who rent housing from a Registered Social Landlord (RSL) <sup>14</sup> due to the high proportion of social housing provided by the New Town. House prices across the Borough are still below regional and national averages but have risen significantly over recent years. Although the current economic climate has shown a decrease in house prices, the needs of lower income and new forming households are increasingly not being met with an estimated 68% of new households unable to access market housing, due to barriers such as decreasing loan to value ratios applied by lenders. Estimates of annual unmet demand for affordable housing have fluctuated between assessments (depending on data sources / methodology used) with the latest estimate from the mid-Mersey SHMA being 119 dwellings per annum.
2.32.	The recent provision of larger more aspirational housing developments at Upton Rocks (Widnes) and Sandymoor (East Runcorn), the latter representing a remaining consent from the New Town period, has begun to address an identified deficiency in the local stock for larger family houses, and may have contributed to the recent stabilisation in population numbers. However, there is still an identified need for these house types across the Borough.
2.33.	As part of providing access to housing for all sectors of the community, Halton must also consider the specific needs of Gypsies, Travellers and Travelling Showpeople. The Council currently owns and manages two permanent sites for Gypsies and Travellers, one in Widnes and the other in Runcorn. Additionally there are two private sites located in Runcorn. In total (as at 2018) there are 50 permanent pitches and 10 transit pitches across Halton. There is a requirement to provide an additional 10 permanent pitches in the future.
	<b>Employment, Learning &amp; Skills</b>
2.34.	Halton's local economy has been subject to major restructuring with the decline of the traditional chemical manufacturing industries that once dominated both Runcorn and Widnes. However, Halton still has a larger proportion of workers employed in manufacturing as compared to the Liverpool City Region <sup>15</sup> . Distribution, information and communication sectors are also large employment sectors in the Borough.
2.35.	In terms of economic activity, Halton displays improvement when addressing worklessness and unemployment. The economic activity rate, which shows the percentage of economically active people of working age, for Halton (78.1%) is above both the Liverpool City Region (74%) and North West (76.8 %). and almost meeting the England rate of (78.6%) <sup>16</sup> . There has

<sup>11</sup> ONS (2014-2016) Life Expectancy at Birth

<sup>12</sup> Lancaster University (2003) Understanding Factors Affecting Health in Halton

<sup>13</sup> GL Hearn and Justin Gardner Consulting (2011) Halton and Mid-Mersey Strategic Housing Market Assessment

<sup>14</sup> HBC (2011) State of the Borough in Halton

<sup>15</sup> ONS (2008) Annual Business Survey

<sup>16</sup> ONS (2017-18) Nomis – Economic Activity Rate

	<p>been a significant change in how benefits are now awarded in England, Universal Credit (UC) was introduced in 2015/16 and contains many previously individual elements under one heading. Currently Halton has a UC claimant rate of 4.2% in Halton in July 2017; this was greater than the Liverpool City Region rate (3.3%) and the national rate (2.1%)<sup>17</sup>, and is likely to increase in the current economic climate.</p>
2.36.	<p>Despite recent successes in education, and more specifically school exam results in the Borough, low levels of education and skills are apparent within the local workforce. This has led to a mismatch between workforce skills and jobs available. Consequently, Halton's residents have been unable to access the full spectrum of jobs in the Borough. The median weekly pay data shows that at 2017, people who work in Halton received weekly pay of £562.00 compared to the overall population within Halton who earned £497.10<sup>18</sup>.</p>
2.37.	<p>Whilst there is general satisfaction with Halton as a place to do business, there are problems with the range of commercial sites and premises on offer. Widnes suffers from an excess of poor quality, despoiled former industrial land and has a limited modern office market. Runcorn has early New Town industrial estates, most notably Astmoor, where layouts and unit specifications do not meet modern business requirements and high vacancy rates are prevalent. The Widnes Waterfront development and regeneration area, the multimodal logistics and distribution development at 3MG and the Business Improvement Districts at Astmoor and Halebank Industrial Estates are among the measures already being used to address these deficiencies.</p>
2.38.	<p>Despite the contraction of the chemical industry due to globalisation, high value-added, specialist chemical manufacturing, and scientific and research based employers remain a key component of the local economy with the remaining firms such as Inovyn amongst the largest individual private sector employers in the Borough. Redevelopment of ICI's former headquarters at the Heath Business Park and the public sector investment at Sci-Tech Daresbury (formerly known as the Science and Innovation Campus or SIC) has ensured Halton has strong foundations in, and is now becoming home to, science, technology and research sectors.</p>
	<p><b>Environment</b></p>
2.39.	<p>Halton has a historic legacy of obsolete and poor quality land, housing, commercial buildings, physical infrastructure and contaminated land. Although the physical appearance of the Borough has improved considerably over recent years, through a number of regeneration schemes, challenges still remain.</p>
2.40.	<p>Despite Halton's legacy, the Borough has a large number of environmental assets and designations. Perhaps the greatest of these being the Mersey Estuary with its surrounding saltmarsh and terrestrial open space. The Borough also has a tightly drawn Green Belt boundary, with the total area of Green Belt land standing at 2,500ha, and substantial green infrastructure including parks, recreation grounds and public open spaces. In Runcorn the abundance of parkland and open space can be considered as one of the New Town's great successes, but also a challenge for the Council to maintain. The Borough's green infrastructure supports a wide network of biodiversity, serves as a recreation resource for the benefit of the health and well-being of residents and as a means of mitigation against the effects of climate change. The Borough boasts one Ramsar Site, one Special Protection Area (SPA), three Sites of Special Scientific Interest (SSSI), ten Local Nature Reserves (LNRs), 47 Local Wildlife Sites and 12 Open Spaces of Green Flag award standard<sup>19</sup>. There are also areas of distinct landscape character within the Borough which have been identified through the Halton Landscape Character Assessment<sup>20</sup>.</p>

<sup>17</sup> Nomis – Universal Credit July 2017

<sup>18</sup> ONS (2017) Annual Survey of Hours and Earnings (ASHE)

<sup>19</sup> For more information please refer to the State of the Borough for Halton: A Sustainability Appraisal for Halton. Available at: [www.halton.gov.uk](http://www.halton.gov.uk)

<sup>20</sup> TEP (2009) Halton Landscape Character Assessment

<b>MM002</b>	2.41. <del>In terms of the Borough's historic environment there are a range of heritage assets which serve as a positive link to, and reminder of, Halton's past, including ten Conservation Areas, seven Scheduled Monuments and 129 Listed Buildings.</del>
	2.42. <del>Additionally, a substantial part of Halton's character and 'sense of place' is formed by the Borough's waterside environments along the Mersey Estuary, the Manchester Ship Canal, the Bridgewater Canal, St Helens Canal and the Weaver Navigation. Halton's waterways provide an attractive setting for waterside development, a recreational resource and help improve the image of the Borough.</del>
	<u>[New] Halton retains a diverse historic environment consisting of a range of heritage assets from the differing periods in the borough's history. Widnes retains a collection of listed ecclesiastic buildings, many identifying the centre of once separate hamlets and villages that have long been enveloped into the wider town such as Appleton Village.</u>
	<u>[New] Runcorn is dominated by the remains of Halton Castle that occupies the strategically important vantage over the estuary of the River Mersey and the traditional crossing point at Runcorn Gap, to the north with the remains of Norton Priory and associated, gardens, Ice House and Lodge a few miles to the north east. Runcorn has clusters of listed buildings at Weston village, Higher Runcorn and around the castle at Halton Village, all now subsumed into the wider town.</u>
	<u>[New] Being at the traditional lowest crossing point of the Mersey, it is unsurprising that many of the boroughs nationally recognised assets relate to transport infrastructure with the Silver Jubilee Bridge being by far the most prominent. Around one in 7 of the borough's 129 listed buildings and structures relate to the canals or railways, with the Bridgewater Canal having seven including bridges, tunnel air shafts and locks.</u>
	<u>[New] What is perhaps surprising, given the boroughs position as the birthplace of the modern chemical industry is that so few industrial buildings remain, Gossages Tower (Catalyst Museum) being a rare exception. Similarly, neither Widnes or Runcorn have town centres blessed with central spaces graced by surrounding civic / listed buildings, Widnes's town centre having migrated north away from its traditional core around Victoria Road / Square. In Runcorn the traditional 'Old Town' centre was relegated to the role of district centre and had a busway driven through its core by the former New Town Development Corporation. Hale Village, whilst significantly expanded in the 1970's retains a degree of its central character and identity around the 'Childe of Hale', and Daresbury Village makes much of its association with Lewis Carroll</u>
	<b>Climate Change and Sustainability</b>
	2.43. Climate change is recognised as one of the most serious challenges facing the UK. Evidence shows that over the last century there has been an unprecedented rate of increase in global temperatures leading to climatic changes. Scientific consensus attributes this global warming to emissions of greenhouse gases, primarily carbon dioxide from combustion of fossil fuels for energy generation or transport. The impacts of climate change may be felt within the Borough through warmer summers and wetter winters and an increased frequency of severe weather events. These climatic shifts will have a pronounced effect on Halton's natural and built environments.
	2.44. Extreme weather events may also increase the risk of coastal and estuarine flooding. Halton's estuarine location and the number of brooks which run into the Mersey Estuary present a number of areas in the Borough that have been identified at risk from flooding.
	2.45. The sustainable management of waste is also a major concern for Halton. European and national legislation is driving a change in the way we handle waste. Disposing the majority of our waste to landfill is no longer a viable long term option.
	<b>Transport Links</b>

2.46.	The Borough enjoys excellent links being at the heart of the region's transport network. The M56 motorway runs through the south of the Borough and the M62 is located just to the north, both a short drive from the M6, whilst A-class routes converge on the Mersey Gateway Bridge and Silver Jubilee Bridge.
2.47.	The Liverpool branch of the West Coast Main Line railway offers regular services from Runcorn Train Station delivering passengers to London in less than 2 hours and to Liverpool in around 20 minutes. Local and Trans-Pennine services call at Widnes, Hough Green and Runcorn East stations before connecting with Manchester and other destinations across the north of England. The newly completed Halton Curve Rail line will improve the rail access between Liverpool and North Wales.
2.48.	Liverpool John Lennon Airport is located adjacent to Halton Borough Council's western boundary within Liverpool City Council's administrative area. The Airport provides national and international connectivity for the Borough whilst also bringing economic benefits including job creation.
2.49.	Travel patterns show that a total of 13.8% of commuting flows to Halton are by residents from local authorities in the Liverpool City Region, however, the largest individual flow by local authority area is residents from Warrington (9.7%) <sup>21</sup> . Overall, 70% of journeys to work within Halton are made by car <sup>22</sup> .
2.50.	With the introduction of the Mersey Gateway Bridge a number of issues associated with congestion and the unpredictability of journey times for cross river traffic have now been addressed. Halton exhibits a number of locational advantages presented by the Borough's existing rail links with the opportunity to improve Runcorn Station Quarter, waterways, ports, Liverpool John Lennon Airport and the Mersey Gateway Bridge. These present a unique opportunity to ensure that Halton fulfils its potential as a major hub for distribution and logistics. This opportunity is also taken forward in the Liverpool City Region 'SuperPort' concept <sup>23</sup> which aims to ensure that these assets along with other freight infrastructure across the sub-region become a key driver in the local economy.
<b>Retail and Leisure</b>	
2.51.	Halton has three main retail centres with Widnes being the largest centre followed by Shopping City and then Runcorn Old Town.
2.52.	Widnes Town Centre has a strong convenience and comparison retail offer. In terms of the town's market share of comparison retail, this has been substantially improved with the opening of Widnes Shopping Park in early 2010. Victoria Square to the south of the Town Centre provides an opportunity to extend the evening economy and 'The Hive' leisure development at Widnes Waterfront comprising of a cinema, ice rink and restaurants complements the Town Centre's retail offer and boosts leisure opportunities within the Borough.
2.53.	In Runcorn, during the New Town era, the location of the new town centre, Shopping City, can be seen as a contributing factor to the subsequent decline of Runcorn Old Town which struggled to maintain its position as a key retail centre in the Borough. As a result, Runcorn Old Town centre has been identified as regeneration area in tandem with the Runcorn Station Quarter. Runcorn Old Town has acquired assets such as the Brindley Theatre and Arts Centre, consolidating its role as an independent and specialist destination. The Shopping City, has suffered from a number of issues including weak pedestrian access, high vacancy rates and the lack of an evening economy in the past, however in recent years, a new management company and investment has improved its offer to the residents of Halton, this is complimented by the leisure facilities within Trident Retail Park.
<b>Hazardous Installations and other Risks</b>	
2.54.	Halton is affected by a number of installations which have the potential to create a significant risk for Halton's communities in the event of a major incident. These include industries that

<sup>21</sup> HBC (2011) State of the Borough in Halton

<sup>22</sup> ONS (2001) Census 2001

<sup>23</sup> TMP (2008) Liverpool SuperPort

	store quantities of potentially dangerous chemicals such as chlorine at Inovyn in Runcorn, pipelines that carry explosive gases or liquids and the approach to the runway of Liverpool John Lennon Airport. Flooding events, land contamination and pollution also present a major potential risk to Halton's communities.
	<b>Halton's Challenges</b>
2.55.	Through the description of Halton's characteristics including the Borough's assets, issues and opportunities in the preceding section, a number of challenges have become clear.
	Halton's challenges that this Plan should seek to address are to:
	<ul style="list-style-type: none"> <li>• respond to the changing population structure including the Borough's ageing population;</li> </ul>
	<ul style="list-style-type: none"> <li>• tackle issues of deprivation and health for the Borough's residents;</li> </ul>
	<ul style="list-style-type: none"> <li>• deliver and secure a balanced housing offer which is appropriate to local markets and ultimately supports the Borough's economic growth;</li> </ul>
	<ul style="list-style-type: none"> <li>• continue to create an environment where employers want to invest and create jobs;</li> </ul>
	<ul style="list-style-type: none"> <li>• attract skilled workers into the Borough and increase the proportion of Halton's working age population with appropriate qualifications;</li> </ul>
	<ul style="list-style-type: none"> <li>• support the Borough's economic growth sectors including science and technology, and logistics and distribution;</li> </ul>
	<ul style="list-style-type: none"> <li>• ensure all development is of a high quality of design and that areas of contaminated land are successfully remediated;</li> </ul>
<b>MM002</b>	<ul style="list-style-type: none"> <li>• <del>maintain and enhance</del> <b>conserve and enhance</b> Halton's natural and heritage assets including its sites of local, national and international importance, waterside environments and distinctive character;</li> </ul>
	<ul style="list-style-type: none"> <li>• protect, enhance and, where appropriate, expand the Borough's green infrastructure network;</li> </ul>
	<ul style="list-style-type: none"> <li>• put in place mitigation and adaptation measures to deal with the threat of climate change;</li> </ul>
	<ul style="list-style-type: none"> <li>• reduce congestion and support travel by sustainable modes;</li> </ul>
	<ul style="list-style-type: none"> <li>• maintain and enhance the retail and leisure offer of Widnes Town Centre, Shopping City and Runcorn Old Town; and,</li> </ul>
	<ul style="list-style-type: none"> <li>• minimise and respond to the potential risk of major accidents, flooding, contamination and pollution.</li> </ul>

### 3. VISION AND STRATEGIC OBJECTIVES

<b>A VISION FOR HALTON IN 2037</b>	
3.1.	The overarching vision is taken from the Halton Sustainable Community Strategy 2011-2026:
	<b><i>“ 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. ”</i></b>
3.2.	Flowing from this, the spatial vision underpinning Halton’s Local Plan is as follows:
	1. “In 2037, 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.
	2. Thriving and diverse residential communities are growing in east Runcorn at Sandymoor and Daresbury 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.
	3. The Borough’s economy has been strengthened by the expansion of key employment areas at Daresbury, 3MG, and Widnes Waterfront, the enhancement and renewal of historic employment areas 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.
	4. 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 Shopping City 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, building on its niche role compared to the two main town centres in the Borough.
	5. 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. The character of Hale Village has 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.
	7. 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.
	8. 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. The Mersey Gateway crossing between the Borough’s towns of

Runcorn and Widnes, has secured, and improved transport connections across the Liverpool City Region acting as a catalyst for development and regeneration.”
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## STRATEGIC OBJECTIVES

3.3. The spatial vision will be achieved through the delivery of the following strategic objectives:

SO1	Create and support attractive, accessible and adaptable residential neighbourhoods where people want to live
SO2	Provide good quality, affordable accommodation and a wide mix of housing types to create balanced communities
SO3	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
SO4	Further develop Halton’s economy around the logistics and distribution sector, and expand the science, creative and knowledge based business clusters
SO5	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
SO6	Ensure all development is supported by the timely provision of adequate infrastructure, with sufficient capacity to accommodate additional future growth
SO7	Provide accessible travel options for people and freight, ensuring a better connected, less congested and more sustainable Halton
SO8	Ensure that all development achieves high standards of design and sustainability and provides a positive contribution to its locality
SO9	Minimise Halton’s contribution to climate change through reducing carbon emissions and ensure the Borough is resilient to the adverse effects of climate change
SO10	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
SO11	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
SO12	Prevent harm and nuisance to people and biodiversity from potential sources of pollution and foreseeable risks
SO13	Support sustainable and effective waste and minerals management, reducing the amount of waste generated and contributing to the maintenance of appropriate mineral reserves.

## 4. POLICY FRAMEWORK

4.1.	The Delivery and Allocations Local Plan (DALP) will consider how development issues are covered by existing Halton planning documents, how this fits in with the Government's national policy and guidance and where there are opportunities to update existing planning policies to help us achieve sustainable development.
<b>National Context</b>	
4.2.	National planning policies are set out in the form of the National Planning Policy Framework (NPPF) <sup>24</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>25</sup> , and National Planning Policy for Waste <sup>26</sup> .
4.3.	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.
4.4.	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.
4.5.	Appendix B sets out the specific requirements detailed in the NPPF which need to be addressed through the Local Plan.
4.6.	National Planning Practice Guidance (PPG) <sup>27</sup> was issued by the Ministry for Housing, Community and Local Government (CLG) in March 2014, it replaces much of the guidance that was previously available in the form of practice guides and Planning Policy Statements. It is an evolving guidance document and as such it will be reviewed regularly and updated as needed, this will be taken into consideration when drafting policies in this document.
4.7.	It should be noted that neither the NPPF nor the PPG change the statutory status of the development plan as the starting point for decision making. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.
4.8.	There are also Acts and Regulations which can influence the production of Local Plans in terms of the procedures followed to produce the Plan and the contents of the Policies. The Housing and Planning Act for example which introduces 'Starter Homes' and 'Permission in Principle', or the Town and Country Planning Regulations which set out the process for the preparation of a Local Plan.
4.9.	Also in relation to national policies Halton has a greater than average proportion of social renting, this means that the Borough may be disproportionately affected by any Government changes to welfare and housing policy, particularly those affecting Registered Providers.

<sup>24</sup> MHCLG (2019) National Planning Policy Framework (<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)

<sup>25</sup> MHCLG (2015) Planning policy for traveller sites (<https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>)

<sup>26</sup> CLG (2014) National Planning Policy for Waste (<https://www.gov.uk/government/publications/national-planning-policy-for-waste>)

<sup>27</sup> CLG (2014 and ongoing) National Planning Practice Guidance (<http://planningguidance.planningportal.gov.uk/>)

<b>Local Context</b>	
4.10.	This document will review and may replace some of the planning policies contained in the Halton Core Strategy Local Plan <sup>28</sup> and will complement the policies of the Joint Merseyside and Halton Waste Local Plan (Joint Waste Local Plan) <sup>29</sup> .
4.11.	It is envisaged that the Spatial Vision and Strategic Objectives as set out in the Core Strategy adopted in April 2013 will remain. Similarly, it is envisaged that the broad development strategy, broad development locations and regeneration priorities will carry over from the Core Strategy (though certain policies may be amended to take account of the latest evidence base).
4.12.	The Joint Waste Local Plan will continue to set out the planning strategy for sustainable waste management to 2025; it was adopted in July 2013. The six Councils of Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral prepared the Waste Local Plan for the purpose of enabling the adequate provision of waste management facilities (including disposal) in appropriate locations for municipal, commercial and industrial, construction, demolition and excavation, and hazardous wastes.
4.13.	Together the DALP, the Core Strategy Local Plan and the Joint Merseyside and Halton Waste Local Plan will make up the Development Plan for Halton.
4.14.	The Halton Unitary Development Plan (UDP) was adopted by Halton Borough Council in 2005 and currently sits alongside the Halton Core Strategy Local Plan and the Joint Waste Local Plan as part of the statutory development plan for the Borough. The UDP was adopted under the transitional arrangements in the Planning and Compulsory Purchase Act 2004. These arrangements allowed policies to be adopted for an initial three year period from adoption, after which time they would lapse unless separate approval was given by the Secretary of State to 'save' them beyond this initial period. Halton applied to the Secretary of State and received permission to save the vast majority of policies for a further (indeterminate) period, although six were not saved and no longer apply. The Core Strategy upon adoption also deleted a number of UDP policies and the Joint Waste Local Plan additionally deleted a range of policies. The DALP is intended to replace or delete the remaining UDP policies in their entirety.
4.15.	A Proposals Map was also adopted alongside the UDP and partially altered by Joint Waste Plan and Core Strategy policy CS1 I. The DALP will replace the Proposals Map with a 'Policies Map'. This will illustrate the site allocations and designations made through the DALP and the Joint Merseyside and Halton Waste Local Plan.
4.16.	A policy analysis of the Core Strategy and the UDP has been undertaken in Appendix D to show how the saved UDP policies are going to be taken forward by the DALP.
4.17.	The DALP will continue to have a close relationship with Halton's Sustainable Community Strategy, <sup>30</sup> which outlines the long-term vision to achieve sustainable improvement in Halton; the Halton Local Transport Plan 3 <sup>31</sup> and the Liverpool City Region Transport Plan for Growth <sup>32</sup> which aims to provide a good quality transport system; the Borough's Economic Regeneration Strategies, which support the economic performance of the Borough; Halton's Housing Strategy, ensuring that Halton offers a broad range of good quality housing which

<sup>28</sup> HBC (2013) Halton Core Strategy Local Plan

(<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/CoreStrategy.pdf>)

<sup>29</sup> MEAS (2014) Joint Merseyside and Halton Waste Local Plan

(<http://www4.halton.gov.uk/Pages/planning/policyguidance/Waste-Plan.aspx>)

<sup>30</sup> HBC (2011) Halton Sustainable Community Strategy 2011-2026

([http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/Sustainable\\_Comunity\\_Strategy.pdf](http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/Sustainable_Comunity_Strategy.pdf))

<sup>31</sup> HBC (2011) Halton Local Transport Plan 3

(<http://www4.halton.gov.uk/Pages/councildemocracy/TransportPolicy.aspx>)

<sup>32</sup> Liverpool City Region Combined Authority (2015) A Transport Plan for Growth

(<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf>)

	meets the needs of existing and future communities; and Halton's Health and Wellbeing Strategy 2017-22, which aims to improve the health and wellbeing of Halton people so they live longer, healthier and happier lives.
	<b>Devolution Agreement</b>
4.18.	The Government signed a Devolution Agreement with Halton, the five Merseyside Authorities and the Liverpool City Region Local Enterprise Partnership that devolves specific powers to the new office of Mayor. These powers include defined strategic planning functions, including the production of a Single Statutory Strategic Framework for the City Region.
4.19.	There are overlaps between the Spatial Policies of the Halton Core Strategy Local Plan, including policies proposed to be encompassed in the revised scope of the DALP and the proposed City Region Strategic Framework. The Devolution Agreement requires that the development of the Strategic Framework must not delay the preparation of Local Plans and as such, Halton proposes to proceed with the Delivery and Allocations Local Plan as set out in this consultation draft document whilst fully engaging with partner authorities to support and influence the delivery of the Spatial Framework.

## 5. SUPPORTING DOCUMENTS

5.1.	The Delivery and Allocations Local Plan (DALP) is accompanied by a number of important supporting documents which perform a variety of roles. These documents are set out in more detail below:
<b>Sustainability Appraisal</b>	
5.2.	The DALP is required to be accompanied by a Sustainability Appraisal (SA). The purpose of this is to consider all the likely significant effects of the Local Plan on various environmental, economic and social factors. In addition to this, if the Local Plan is likely to have a significant effect on the environment, the SA must also meet the legal requirements of the European Directive on Sustainable Environmental Assessment (SEA) and would then need to provide an Appropriate Assessment.
5.3.	The SA process began with a Scoping Report in 2006 which was revised in 2009 for the Core Strategy Local Plan and again for the original DALP Scoping Document <sup>33</sup> . This document sets out the sustainability challenges the Borough faces, and the context in which this plan must be prepared.
5.4.	Following on from this a revised draft version of this report was published in January 2018 to accompany the draft publication version of the DALP. This Proposed Submission version of the DALP will have accompanying version of the Sustainability Appraisal. This document takes into consideration the latest background information that considers the likely significant effects of the sites and policies of the Local Plan and is being consulted upon alongside this document.
<b>Infrastructure Plan</b>	
5.5.	The Halton Infrastructure Plan is a key supporting document for the Local Plan, demonstrating deliverability. The Infrastructure Plan identifies what infrastructure is required, when it is needed, who is responsible for its provision and how it will be funded. It reflects and is intended to influence the investment plans of the local authority and other organisations. It is a 'living document' reviewed and updated as necessary to incorporate changes and add new infrastructure projects as appropriate. The Infrastructure Plan was originally produced to support the Core Strategy and was published in 2011. An update to the Infrastructure Plan was undertaken <sup>34</sup> in 2017 and has now been updated further to accompany the DALP Proposed Submission and is available on the Council website ( <a href="http://www.halton.gov.uk/DALP">www.halton.gov.uk/DALP</a> ).
<b>Habitats Regulations Assessment</b>	
5.6.	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 DALP 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 DALP Proposed Submission version is being consulted upon alongside this consultation document.
<b>Health Impact Assessment</b>	
5.7.	A Health Impact Assessment (HIA) will also support the DALP. Health has been identified as a key challenge for the Borough and despite significant improvements in

<sup>33</sup> HBC (2016) Delivery and Allocations Local Plan SA Scoping Report ([www4.halton.gov.uk/Pages/planning/policyguidance/DALP.aspx](http://www4.halton.gov.uk/Pages/planning/policyguidance/DALP.aspx))

<sup>34</sup> HBC (2017) Infrastructure Plan: 2017 Review

(<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/dalp/InfrastructurePlan2017Review-FinalConsultationDocument.pdf>)

	<p>health, Halton's socio-economic circumstances mean that the relative health status of the Borough is poor. The HIA process offers a systematic approach involving an evidence-based assessment of the potential health impacts that the Local Plan may have on health in the Borough. This may identify both negative and positive elements, recommendations for action and opportunities to maximise positive contributions. The HIA of the DALP is being consulted upon alongside this consultation document.</p>
	<p><b>Equality Impact Assessment</b></p>
5.8.	<p>The DALP will also be assessed for its potential impact on equalities. The need for an Equality Impact Assessment (EqIA) to be undertaken stems from the duty placed on Public Authorities to eliminate unlawful discrimination in carrying out their function, and promoting equality of access and opportunity for all communities. Local Authorities are also specifically required to demonstrate compliance with the Equality Act<sup>35</sup> and how they promote equality in all aspects of strategic decision making and service provision. The EqIA will assess the DALP for potential disproportionate impacts on Halton's diverse communities. The EqIA of this DALP Consultation Document is being consulted upon alongside this document.</p>
	<p><b>Duty to Co-operate Statement</b></p>
5.9.	<p>The Localism Act 2011<sup>36</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.</p>
5.10.	<p>The Duty to Co-operate Statement demonstrates that Halton Borough Council has met these requirements with regards to the DALP. This is one of the tests that will be considered by an independent Inspector at the Examination stage, to determine whether the Duty has been legally complied with (i.e. the processes and procedures of plan making) and whether these arrangements have led to a sound plan.</p>
	<p><b>Consultation Statement</b></p>
5.11.	<p>The Town and Country Planning (Local Planning) (England) Regulations 2012 require the Council to show what community participation and stakeholder involvement it has undertaken in the preparation of its Local Plan and how this has informed and influenced the content of the document. The Council has produced a Consultation Statement to accompany the DALP to set out how this requirement has been met.</p>

<sup>35</sup> HMSO (2010) Equality Act 2010 ( [www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga\\_20100015\\_en.pdf](http://www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga_20100015_en.pdf))

<sup>36</sup> HM Gov (2011) Localism Act ([www.legislation.gov.uk/ukpga/2011/20/contents/enacted](http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted))

## 6. EVIDENCE BASE

	6.1.	This Plan is underpinned by a proportionate 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 has informed policy approaches within the Local Plan.
	6.2.	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 Authorities (Cheshire East, Cheshire West and Chester, Halton and Warrington). As such a number of evidence base documents have been 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.
	<b>Evidence Base Documents</b>	
	6.3.	The key pieces of Halton's existing evidence base which support the DALP are set out below (please note that other existing evidence base documents may also be used, where required, alongside these):
		<ul style="list-style-type: none"> <li>• <b>Mid Mersey Strategic Housing Market Assessment</b> (GL Hearn and JGC, 2016): Commissioned with St Helens and Warrington Council's and provides an assessment of past, current and future trends in housing type and tenure, household size and housing need.</li> </ul>
		<ul style="list-style-type: none"> <li>• <b>Liverpool City Region Strategic Housing and Employment Land Market Assessment:</b> (GL Hearn) This study brings together the evidence base for both housing need and employment land need, taking into account the anticipated economic growth in the City Region over the next 25 years to provide a robust basis for Local Plan policies and allocations across the City Region.</li> </ul>
		<ul style="list-style-type: none"> <li>• <b>Joint Employment Land and Premises Study</b> (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.</li> </ul>
		<ul style="list-style-type: none"> <li>• <b>Halton Retail Study</b> (England and Lyle, June 2017): This study includes a capacity assessment to update the 2009 Study, and includes town centre health checks and further consideration of the hierarchy and town centre areas.</li> </ul>
		<ul style="list-style-type: none"> <li>• <b>Halton Landscape Character Assessment</b> (TEP, 2009): This identifies, describes and maps areas according to various landscape character types.</li> </ul>
AM004		<ul style="list-style-type: none"> <li>• <b>Halton Open Space Study</b> (PMP and HBC, 2006, <a href="#">2021</a>). The study assesses existing and future needs for open space, sport and recreation in Halton and the current ability to meet these needs</li> </ul>
AM005		<ul style="list-style-type: none"> <li>• <b>Playing Pitch Strategy</b> (<del>work ongoing</del> <a href="#">PMP 021</a>): This strategy <del>is currently being prepared and will</del> assesses existing and future needs for playing pitch provision in Halton.</li> </ul>
		<ul style="list-style-type: none"> <li>• <b>Halton Strategic Flood Risk Assessment (Level 2)</b> (JBA, 2019): Provides a detailed assessment of the extent and nature of the risk of flooding and the implications for future development.</li> </ul>
		<ul style="list-style-type: none"> <li>• <b>Liverpool City Region Renewable Energy Capacity Study</b> (Arup, 2010): This study identifies Energy Priority Zones for the delivery of low and zero carbon technologies.</li> </ul>
		<ul style="list-style-type: none"> <li>• <b>Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment</b> (ORS, 2018): In association with the Cheshire Partnership this document assesses accommodation and related service needs of Gypsies, Travellers and Travelling Showpeople.</li> </ul>

	<ul style="list-style-type: none"> <li>• <b>Liverpool City Region and Warrington Green Infrastructure Framework Draft</b> (Mersey Forest, 2013): This Framework provides information and new perspectives on green infrastructure across the seven local authorities.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>Liverpool City Region and Warrington Green Infrastructure Framework Action Plan</b> (Mersey Forest, 2013): This Plan identifies actions at a city region level that meet key priorities of the Green Infrastructure Framework.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>Listed Buildings in Halton:</b> This document details each of the buildings Listed in Halton (at the time of writing the document), including a map and an image of the property or structure.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>Widnes and Hale Green Belt Study</b> (HBC, 2017): This study reviews and assesses the Widnes and Hale Green Belt.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>Strategic Housing Land Availability Assessment</b> (annual update): This is the main mechanism to identify a deliverable and developable supply of sites in the Borough for housing.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>Halton Housing Land Availability Report</b> (annual update): This report provides data on land availability and take-up (build) rates for housing within Halton</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>Halton Employment Land Availability Report</b> (annual update): This report provides data on land availability and take-up (build) rates for employment uses within Halton</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>Whole Local Plan Viability Study:</b> (HDH Planning, 2019) This study assesses the economic viability of development</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>Liverpool City Region; Transport Plan for Growth</b> (LCR Combined Authority, 2015): This document brings together the previously separate Local Transport Plans (LTP3s) for Halton and Merseyside</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>Halton Local List</b> (HBC, work ongoing): This document is currently being prepared and will identify the non-designated heritage assets in Halton.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>Liverpool City Region Ecological Network</b> (MEAS, 2015): This document comprises ecological and biodiversity information on the City Region's natural assets. It also identifies opportunities to enable better protection and management of those natural assets and at the same time, describes opportunities to create new natural assets.</li> </ul>
6.4.	<p>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: <a href="https://www3.halton.gov.uk/Pages/planning/policyguidance/PolicyBackgroundDocuments.aspx#evidencebase">https://www3.halton.gov.uk/Pages/planning/policyguidance/PolicyBackgroundDocuments.aspx#evidencebase</a></p>

## 7. Part I: STRATEGIC POLICIES : CORE STRATEGY (Revised Policies)

7.1.	Part I of this document provides a partial review of the Core Strategy policies. These policies have generally been revised due to updates to national requirements or the evidence base that support the policies. These have made it necessary to revisit the quantum of development the Plan needs to plan for.
7.2.	The introduction of National Planning Policy Framework and subsequent revisions, including the introduction of the Housing Needs Assessment ' <i>Standard Methodology</i> ', revised jobs forecasts / employment land requirements and the findings of the latest Halton Retail Study all point to the need to revisit the key development quantity policies. The new Whole Plan Viability Assessment points to amendments to the Affordable Housing requirement.
<b>Revised Policies</b>	
7.3.	The following policies from the original Core Strategy are to be revised:
	<ul style="list-style-type: none"> <li>• CS1: Halton's Spatial Strategy</li> <li>• CS3: Housing Supply and Locational Priorities</li> <li>• CS4: Employment Land Supply and Locational Priorities</li> <li>• CS5: A Network of Centres</li> <li>• CS6: Green Belt</li> <li>• CS7: Infrastructure Provision</li> <li>• CS12: Housing Mix</li> <li>• CS13: Affordable Housing</li> <li>• CS14: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople</li> <li>• CS15: Sustainable Transport</li> <li>• CS17: Liverpool John Lennon Airport</li> <li>• CS18: High Quality Design</li> <li>• CS19: Sustainable Development and Climate Change</li> <li>• CS20: Natural and Historic Environment</li> <li>• CS21: Green infrastructure</li> <li>• CS22: Health and Well-Being</li> <li>• CS25: Minerals</li> </ul>
<b>Retained Policies</b>	
7.4.	The following Core Strategy Policies are to be retained and do not form part of this current consultation:
	<ul style="list-style-type: none"> <li>• CS23: Managing Pollution and Risk</li> <li>• CS24: Waste</li> </ul>
<b>Deleted Policies</b>	
7.5.	The following policies from the original Core Strategy are to be deleted:
	<ul style="list-style-type: none"> <li>• CS2: Presumption in Favour of Sustainable Development</li> <li>• CS8: 3MG</li> <li>• CS9: South Widnes</li> </ul>

	<ul style="list-style-type: none"> <li>• CS10: West Runcorn</li> </ul>
	<ul style="list-style-type: none"> <li>• CS11: East Runcorn</li> </ul>
	<ul style="list-style-type: none"> <li>• CS16: The Mersey Gateway Project</li> </ul>
7.6.	CS2 was required by Government immediately following the proposed introduction of the then new National Planning Policy Framework (NPPF) in 2012. Government updated its' NPPF in 2018 meaning the policy is no longer fully consistent with the Framework.
7.7.	Following the introduction of the revisions to the planning system in 2010, Core Strategies were intended to provide the strategic framework for Local Plans and be able to be used for development control purposes until the detailed development management policies were updated. Halton's Core Strategy introduced a number of Key Areas of Change (CS8~CS11).
7.8.	These Key Areas of Change were appropriate given the quantum of development the Plan envisaged, however, given the extent of the changes and the intention to create a single local plan document, retention of the Key Areas of Change in their original form would at best represent duplication.
7.9.	CS16 sought to protect the alignment of the Mersey Gateway Project corridor to ensure the successful delivery of the new crossing. The Mersey Gateway opened to traffic in 2017. The policy also sought to help secure the wider regeneration opportunities afforded by the new bridge. The Council has developed the Mersey Gateway Plus Regeneration Strategy and this Local Plan seeks to help deliver the key aims of that strategy.

## CS(R)1: Halton's Spatial Strategy

7.10.	The Spatial Strategy flows from the Vision for Halton <sup>37</sup> that was included in the Core Strategy (2013) and slightly updated for the new Local Plan in 2019. It expresses how the Council will achieve what they want to deliver over the plan period, taking into consideration the existing physical and social environment of the Borough, and how the Council intend to meet the Strategic Objectives. The Spatial Strategy sets out how Halton will change over the coming years; where change will happen, when it will happen and how it will be delivered.
	<p><b>Policy CS(R)1: Halton's Spatial Strategy</b></p> <p><b>I.</b> To achieve the Vision for Halton to 2037, new development should deliver:</p> <ul style="list-style-type: none"> <li>• at least <b>8,050</b> (net) additional dwellings (2014-2037)</li> <li>• approximately <b>180 ha</b> (gross) of land for employment purposes</li> <li>• up to <b>9,293</b> sqm of town centre convenience/comparison goods retailing</li> <li>• up to <b>5,112</b> sqm of retail warehousing</li> </ul> <p><i>Specific principles to guide the location, timing and delivery of the above development are set out in policies CS(R)3, CS(R)4 and CS(R)5.</i></p> <p><b>Key Urban Regeneration</b></p> <p>The Spatial Strategy for Halton is focused around a balanced mix of prioritised urban regeneration, supported by appropriate levels of greenfield expansion. The strategy will largely be realised by the delivery of five Key Urban Regeneration Areas across the Borough where the majority of new development will be located. The five areas are:</p> <p><b>a) Halebank and Ditton Corridor, Widnes</b></p>

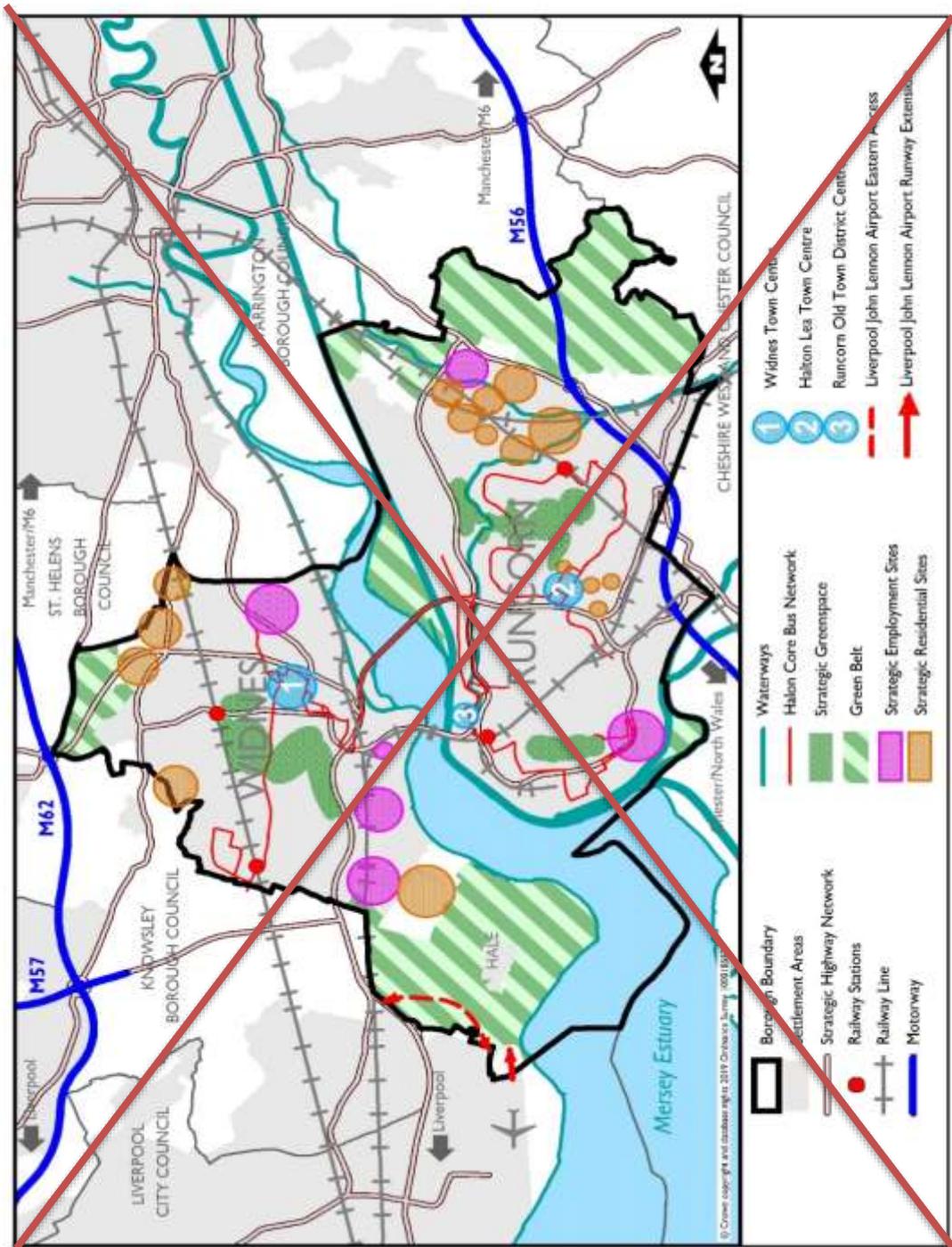
<sup>37</sup> Halton Core Strategy, Section 3 [www3.halton.gov.uk/Pages/planning/policyguidance/pdf/CoreStrategy.pdf](http://www3.halton.gov.uk/Pages/planning/policyguidance/pdf/CoreStrategy.pdf)

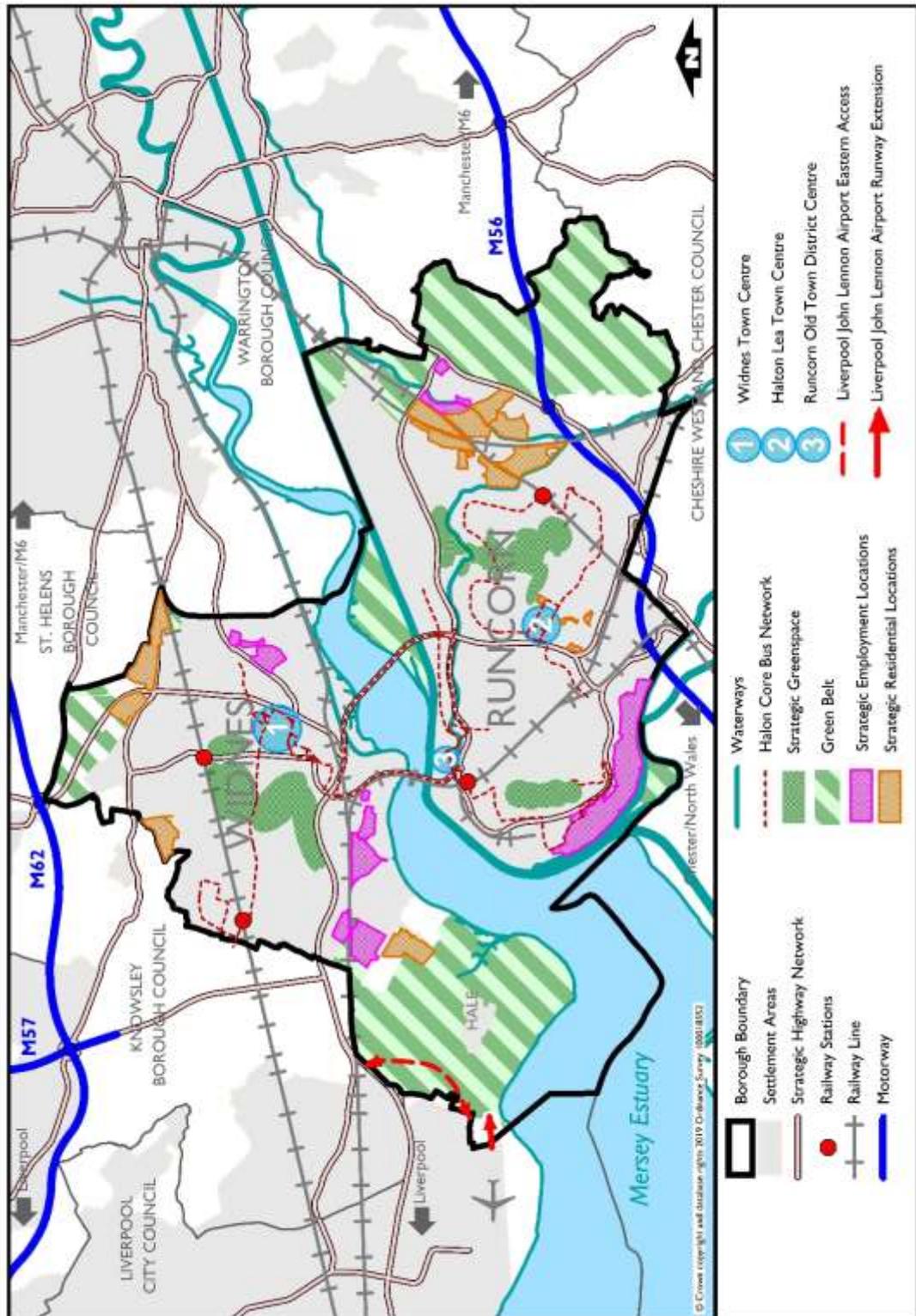
MM003	<p>To continue to build on the success of this area. By supporting and expanding the employment opportunities around the multi-modal freight facility and balancing this with growth to the local community.</p> <p><b>b) South Widnes</b> Incorporating the town centre, West Bank and the waterfront area, supporting the revitalisation and regeneration of the area.</p> <p><b>c) West Runcorn</b> Involving the regeneration of previously developed (brownfield) land within the existing urban area.</p> <p><b>d) East Runcorn</b> Delivering greenfield expansion including the completion of the proposals for Runcorn New Town and further extension to the east of Runcorn.</p> <p><b>e) North Widnes</b> Delivering greenfield expansion and further extension to the urban area to the north of Widnes.</p> <p><b>2. Brownfield Focus (beneficial and efficient use of existing sites)</b></p> <p>Outside of the Key Urban Regeneration Areas, the re-use of previously developed land will be supported, notably where regenerating or bringing sites back into use will bring wider benefits to the Borough. Important green infrastructure within the urban area will be protected from detrimental development to ensure its value, both individually and as part of a network, is retained.</p> <p><u>[New] The Liverpool City Region (LCR) Recreation Mitigation Strategy has been developed to meet the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended). Residential development within 5 km of protected accessible coasts, resulting in a net increase of 10 or more dwellings and major tourism developments, will be able to discharge their HRA requirements in relation to recreational disturbance by making a financial contribution towards avoidance and mitigation schemes in the LCR area in accordance with policy CS(R)20 and HE1.</u></p>
	<p><b>Justification</b></p>
	<p>7.11. Informed by Halton's existing characteristics, issues and opportunities as detailed in Halton's Story of Place, the Spatial Strategy has been developed to focus future development on areas where there is an impetus or a need for change. A number of areas of the Borough such as industrial parts of Widnes and New Town areas in Runcorn have not benefitted from sufficient investment for a number of years and are now in need of renewal. Development over the plan period should focus on renewing Halton's urban landscape through the re-use of previously developed (brownfield) land, including derelict sites and those with a history of contamination particularly at South Widnes and West Runcorn. By seeking wherever possible to concentrate development in brownfield regeneration areas, the roles of Runcorn and Widnes as important towns in the sub-region will be maintained and secured for the future. This will ensure that the Borough is able to meet the day-to-day needs of its current and future population by providing ample employment opportunities, a range of high quality services and facilities and a choice of homes.</p>
	<p>7.12. Despite the priority to renew and improve the Borough's urban landscape through new development, it is apparent that not all future development can be delivered on brownfield land. Despite the Borough's strong record for bringing brownfield land back into use, much of the remaining previously developed land is highly constrained through contamination or other factors which affect development viability, reducing the amount of brownfield land which can realistically be brought back into beneficial use.</p>

	<p>7.13. At 2014, there were no further housing renewal programmes. In addition to the limitations on the re-use of brownfield land, development opportunities in the Borough are constrained (particularly in Widnes) by tightly defined Green Belt boundaries, limited scope for infilling, coupled with the Mersey Estuary dissecting the Borough. It follows that there are not a wide variety of strategic options available to accommodate future growth requirements. However, Halton must plan for the level of development needed to secure the future prosperity of the Borough and to ensure that the services, facilities and opportunities on offer serve Halton’s population over the lifetime of the plan.</p>																												
<p><b>MM003</b></p>	<p>[New] <a href="#">Halton Council together with partners have introduced a Recreation Mitigation and Avoidance Strategy to assist major residential developments fulfil the legal requirements of the Habitats Regulations relating to the protection of internationally designated sites in the Liverpool City Region. The Strategy covers direct and in combination potential adverse effects resulting from increased recreational pressure as a result of major housing and tourism development as set out in Policy CS(R)20 and HE1.</a></p>																												
<p><b>MM003</b></p>	<p>[New] <a href="#">The Liverpool City Region (LCR) Recreation Mitigation Strategy has been developed to meet the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended). The Strategy addresses the potential effects on the internationally recognised Special Protection Areas (SPAs) of major housing developments on or near to the LCR coastline. Residential development within 5 km of protected coasts, resulting in a net increase of 10 or more dwellings and certain major tourism developments, will be required to make a financial contribution towards avoidance and mitigation schemes in the LCR area. Halton’s Interim Approach (IA) Position Statement setting out clear mitigation measures will be implemented alongside the first residential planning applications that come forward under this plan until such time that the Liverpool City Region RMS is adopted in 2023.</a></p>																												
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	+	-	-	-	0/-	0/-	0	0	+	+	0																		

MM004

Figure 6: Key Diagram





## CS2: Presumption in Favour of Sustainable Development (Policy deleted)

### CS(R)3: Housing Supply And Locational Priorities

- 7.14. Following a period of decline in the 1980's Halton's population has been growing, despite sustained net outward migration. Whilst growth is concentrated amongst older households, there is a need to provide additional housing, to ensure today's children have the opportunity to find a home within the Borough and to retain and attract the skilled workforce needed to support our business community.

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

1. During the period 2014 to 2037 provision will be made for the development of at least 8,050 (net) additional dwellings
  - a. At an average of 350 dwellings (net) each year.
  - b. After 2037 housing should be provided in accordance with the most up to date Housing Needs Assessment methodology assessment.
2. On sites of 10 or more dwellings, the mix of new property types delivered should contribute to addressing identified needs as quantified in the most up to date Strategic Housing Market Assessment, unless precluded by site specific constraints, economic viability or prevailing neighbourhood characteristics.
3. The total of 8,050 new homes will be delivered from a variety of sources:
  - i. Housing completed since 2014;
  - ii. Housing sites with planning permission, or currently under construction, for housing development;
  - iii. Strategic Residential Locations, as identified on the Policies Map:
    - SRL1: Delph Lane West, Daresbury, Runcorn
    - SRL2: Central Housing Area, Daresbury, Runcorn
    - SRL3: Wharford Farm, Runcorn
    - SRL4: Sandymoor, Runcorn
    - SRL5: Halton Lea, Runcorn
    - SLR7: North East Widnes
    - SLR8: North West Widnes
    - SLR9: Halebank
  - iv. Housing Allocations (identified in Policy RDI);
  - v. Mixed Use Allocations;
  - vi. Small sites; and
  - vii. Windfall development.

#### **Maintaining a Five Year Supply**

	<p>4. The Council will seek to maintain a 5 year supply of deliverable housing land across the Borough in accordance with Government guidance.</p> <p><b>Brownfield Land</b></p> <p>5. An average of at least 30% of new residential development should be delivered on previously developed (brownfield) land over the plan period.</p> <p><b>Density</b></p> <p>6. To ensure the efficient use of land, a minimum density on individual sites of 30 dwellings per hectare (dph) will be sought. In more accessible locations such as those close to town, district or local centres or transport interchanges the presumption will be for developments achieving densities of 40 dph or greater.</p> <p>7. Where it can be demonstrated that development at such densities would be detrimental to local character or amenity, or site constraints would prevent these densities from being achieved, then development may be permitted at a lower density.</p>
	<b>Justification</b>
	<b>Housing Market Area</b>
7.15.	The Housing Market Area (HMA) is a geographical area in which the majority of people, who move home, will move within. It also reflects the functional relationships between where people live and work. A number of studies and reports have considered the HMA geography locally over the years, concluding that Halton does not easily sit within a single Liverpool City Region HMA, but rather in a Liverpool City Region – Eastern HMA together with St.Helens and Warrington. This is usually referred to as the Mid-Mersey HMA.
7.16.	The Mid-Mersey Strategic Housing Market Assessment (SHMA) 2016 <sup>38</sup> identified that the Mid-Mersey Housing Market Area remains an appropriate market area for Halton. This was also reconfirmed by the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) 2017 <sup>39</sup> .
7.17.	The Mid-Mersey HMA is centred on Warrington, with significant flows (migration and commuting) between Halton and Warrington and St.Helens and Warrington, but little flows between Halton and St.Helens. Both St.Helens and Warrington are progressing their respective Local Plans (at 2019), and both are having to remove land from the Green Belt to meet their own locally arising development needs. Through ongoing Duty to Co-operate contact, the three authorities have agreed that no authority is able to meet displaced need from another and each should therefore seek to address its own development needs in full.
	<b>Housing Needs Assessment / Objectively Assessed Need</b>
7.18.	The Core Strategy was prepared against the backdrop of Regional Strategy (RSS), which required Halton to provide 500 dwellings per annum (d.p.a.), being revoked by Government and having this revocation overturned in the Courts. At the time of the Core Strategy examination, RSS was in place and the Inspector considering the Plan ruled that as it must be in compliance with RSS determined the housing policy requirement should be 552 dwellings per annum (the RSS requirement of 500 d.p.a. plus ‘making good’ the under delivery of 980 units apportioned over the remaining 19 year plan period).
7.19.	Government’s new National Planning Policy Framework (2012) came fully into force after the adoption of the Core Strategy and introduced the requirement for Plans to quantify and then plan to meet their Objectively Assessed Need (OAN) for housing.

<sup>38</sup> Mid-Mersey Strategic Housing Market Assessment (SHMA) 2016 (GL Hearn, 2016)  
<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/MidMerseySHMA.pdf>

<sup>39</sup> Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) (GL Hearn, 2017)

7.20.	The Council has been a partner in two studies to quantify OAN:
	1) <u>The Mid-Mersey Strategic Housing Market Assessment (SHMA) (2016)</u>
	This identified:
	Demographic Need = 233~388 dwellings per annum
	Economic (baseline) Need = 466 dwellings per annum
	The SHMA considered trend based population and household projections, migration projections, market signals, affordable housing needs and affordability.
	2) <u>The Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA)</u>
	This identified:
	Demographic Need = 254 dwellings per annum
	Economic (baseline) Need = 326 dwellings per annum
	Economic Growth Need = 565 dwellings per annum
	The SHELMA differed from the preceding SHMA in that it has access to more up to date (2014 based) ONS national forecasts and jobs forecasts prepared for the Local Enterprise Partnership (LEP)
	<u>Housing Needs Assessment (2018)</u>
7.21.	Government concluded that OAN calculations (such as in the SHMA / SHELMA) were too technical, too difficult to understand, and took up too much inquiry time at Examinations. They moved to address these deficiencies with the introduction of the Housing Needs Assessment (HNA) national 'standard methodology'.
7.22.	This standard methodology considers national household projections over 10 years with a correction factor for housing affordability (with a cap on upward policy changes).
7.23.	The standard method calculations were intended to be updated every two years with the publication of new household projections, but with the release of the first updated (2016 based) figures Government has consulted on further revisions and indicated councils should <u>in the interim</u> use 2014 based results as their minimum requirement.
	This identified:
	(2014 based) at 2014= 296 dwellings per annum
7.24.	The National Planning Policy Framework states “ <i>To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed</i> ” and goes on to require that housing figures be derived from the nationally defined standard methodology unless exceptional circumstances justify an alternative approach. <sup>40</sup>
7.25.	The standard housing methodology emphasises that the figure derived from the calculation is the <u>minimum</u> required for a local planning authority.
7.26.	A disadvantage with the standard methodology is that it does not take account of the needs of the local economy. As seen above, there is significant disparity between the figures to meet only demographic need and the those to maintain a workforce to support the local economy. Any disparity will inevitably lead to greater net commuting or reduced economic growth.
7.27.	The Council considers that the proposed 350 dwellings a year, complies with Government requirements, is in line with previous delivery levels in Halton, supports the local economy whilst recognising that a significant proportion of the required housing will have to be provided on land currently within the Green Belt.

<sup>40</sup> <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

**Housing Trajectory**

7.28. The Housing Trajectory shows the sources of supply relevant to the policy target, being;

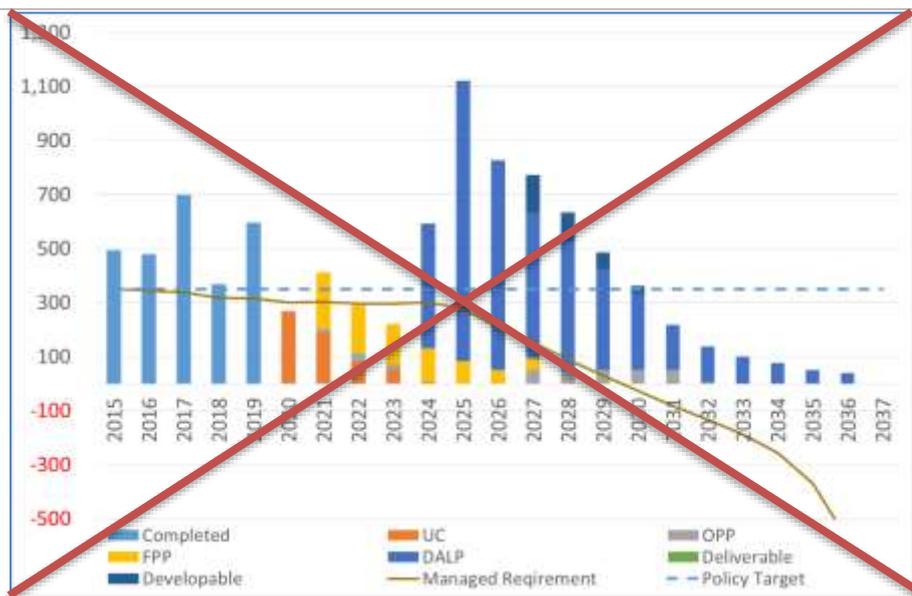
- Units completed since the beginning of the plan period in 2014 (net gain)
- Units under construction (at April 2019)
- Units on sites with Full Planning Permission (FPP)
- Units on sites with Outline Planning Permission (OPP)
- Other Deliverable sites
- Other Developable sites.

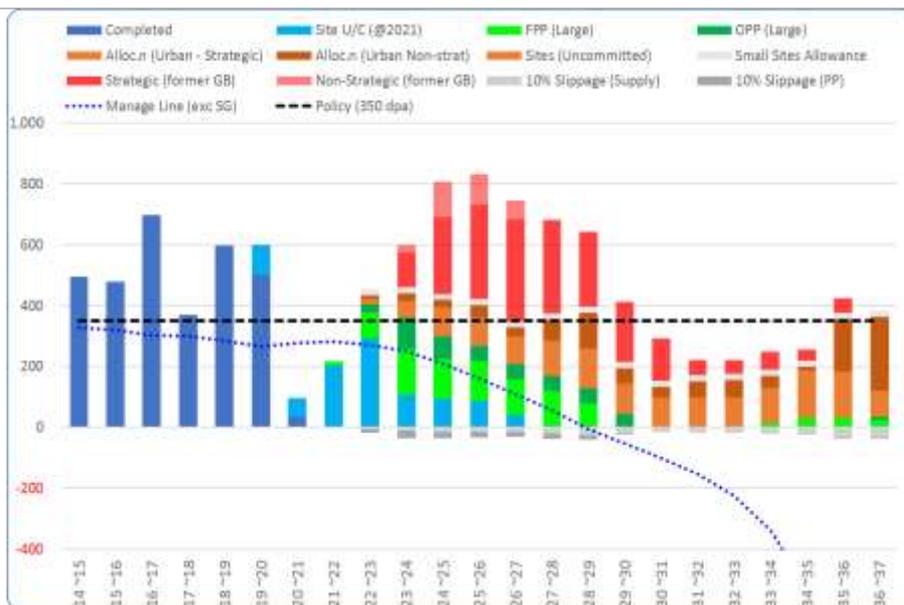
7.29. The ‘managed requirement’ line is the number of units that would have to be completed every year until the end of the plan period (in 2037) for housing delivery to exactly match the policy target.

7.30. Allowances can be made for small sites and windfalls (additions) and for demolitions and ‘slippage’ (losses), however care needs to be taken not to introduce elements of double counting. Halton monitors housing change to single units and therefore the Strategic Housing Land Availability (SHLAA) monitoring includes small sites. As such, applying a simple allowance for small sites based on past delivery risks double counting. Similarly, seeking to apply a ‘Windfall’ allowance (sites developed not identified in a Local Plan) based on past delivery (of sites not allocated in the 2005 UDP or the 2013 Core Strategy) could be similarly problematic.

Figure 7: Housing Trajectory

**MM005**





7.31. The following should be borne in mind when considering the housing trajectory;

- Identified POTENTIAL supply is not a prediction of completions. The trajectory shows a peak in the potential supply in 2025 as sites allocated in this Plan (DALP) are expected to become available (i.e. could have secured necessary full planning permissions and be available to start generating completions). It is not a prediction of the number of completions in any single year.
- Where the ‘manage line’ is above the policy target, delivery / potential supply is behind target.
- Where the ‘manage line’ is below the policy target, delivery / potential supply is ahead of target.

7.32. The trajectory shows the identified and allocated supply is sufficient for the Plan’s housing policies to be delivered.

**Mix of Housing**

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

**Liverpool City Region**

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

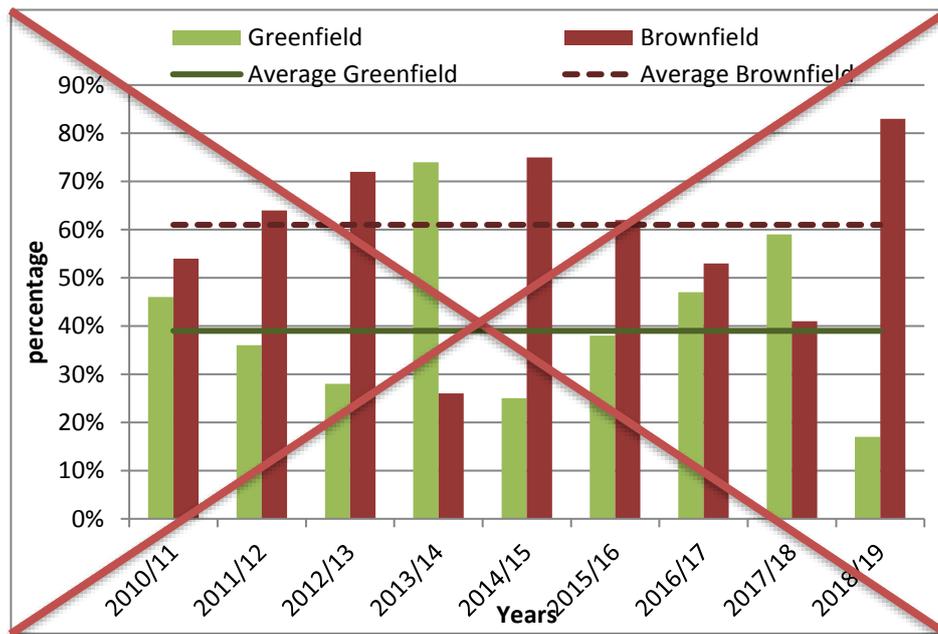
**Brownfield Land**

7.35. To support urban renewal within Halton, maximise the sustainable use of existing infrastructure and minimise the need to release Green Belt land, priority will be given to the development of previously developed land in accordance with the target and principles set out in Policy CS(R)1. Halton has long worked in partnership with others, including the Homes

England (and its predecessors) to pioneer new and innovative ways of tackling the Borough’s particular brownfield legacy.<sup>41, 42</sup>

**AM006** 7.36. The target of 30% of housing development to be delivered on previously developed (brownfield) land is retained from the Core Strategy and is below both the previous national minimum target and the proportion achieved in Halton over the period from 2010, as shown as in Figure 87.+. However, of the housing expected to come forward during the plan period or being promoted through the Halton Local Plan, a high proportion is on greenfield sites. As such setting a higher target for brownfield development would not be realistic or achievable. Net dwelling change and the performance in delivering on previous developed land will continue to be monitored annually and will influence the allocation of sites in later Local Plans.

**AM007** **Figure 8: Proportion of residential developed on brownfield land**



<sup>41</sup> HCA (2010) Halton Local Brownfield Strategy

<sup>42</sup> Arup (2010) Greenfield: Brownfield Exchange Concept

	7.37.	The Brownfield Land Register provides up-to-date (reviewed annually) and consistent information on sites that the Borough considers appropriate for residential development.																												
	<b>Density</b>																													
	7.38.	The NPPF states that local authorities should set their own approach to housing density to reflect local circumstances. It is considered that the seeking of 30 dwellings per hectare as a minimum will aid in the efficient use of land, whilst promoting increased density around town, district or local centres or transport interchanges will help to promote redevelopment. Good design can increase density while protecting and enhancing the character of an area.																												
	7.39.	Lower density schemes will only be acceptable where the character or amenity of the locality would be clearly harmed or where site constraints, for example, ecological or heritage interest, ground conditions, contamination or access problems dictate a reduced developable area or capacity.																												
	<b>Maintaining a five year supply</b>																													
	7.40.	NPPF requires local authorities to ensure that a rolling five year supply (+5%) of deliverable housing sites can be demonstrated. This is increased to 5 years +20% where there is evidence of a consistent under delivery. Halton's five year supply of housing land is detailed within the Strategic Housing Land Availability Assessment.																												
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## **CS(R)4: Employment Land Supply**

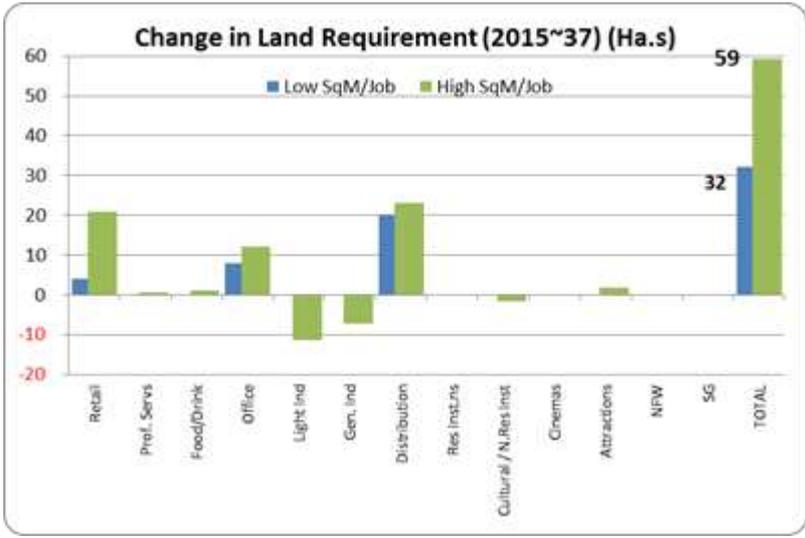
- 7.41. Employment land will be provided over the lifetime of the Local Plan to support Halton's economy and to offer business and industry a choice of sites so that differing requirements and locational needs can be met.

#### **Policy CS(R)4: Employment Land Supply**

- I. To provide approximately 180 ha of land for employment purposes over the period 2014 to 2037.
  - a. With an appropriate mix of sites provided to support:
    - i. the local economy, with a particular emphasis on logistics and distribution; science; advanced manufacturing and high tech industries; and
    - ii. the Liverpool City Region Economy.
  - b. New employment development will be provided on the following types of land:
    - i. employment sites completed since 2014;
    - ii. employment sites with planning permission, or currently under construction, for employment uses;
    - iii. Strategic Employment Locations;
      - SEL1: Sci Tech Daresbury, Runcorn
      - SEL2: 3MG, Widnes
      - SEL3: Widnes Waterfront, Widnes
      - SEL4: West Runcorn, Runcorn
    - iv. employment allocations (identified in Policy ED1);
    - v. land within Primarily Employment Areas and Employment Renewal Areas (identified on Policies Map);
    - vi. identified employment opportunities within Mixed Use Allocations;
    - vii. regeneration and remodelling opportunities within existing employment areas; and
    - viii. other suitable sites.
2. In order to secure Halton's economic future sites in existing employment use, sites in Primarily Employment Areas and Employment Renewal Areas, and sites identified in this Local Plan as Strategic Employment Locations or Employment Allocations will be retained for employment uses unless an alternative use can be proven to be of greater benefit to the Borough than retaining the land for employment purposes.
  - a. Any proposals for non-employment uses should be accompanied by an assessment of the wider employment land situation in the Borough, or in the case of strategic employment sites the City Region. Including:
    - i. consideration of the overall supply of employment land in the Borough (amount type, quality, availability, size), and how the proposal would not limit the range available;
    - ii. the relative suitability and sustainability of the site for employment uses and evidence of the attempts made to let or sell the premises for a reasonable rate with no tenant or purchaser being found;
    - iii. the relative suitability and sustainability of the site for the proposed alternate use;
    - iv. the benefits and /or improvements that the alternative use would bring to the area;
    - v. the location of the site and its relationship to and compatibility with other uses; and

	vi. the need for the proposed use.
	<b>Justification</b>
	7.42. It is important to both protect existing employment sites and to make further provision for employment uses to secure and expand the Borough's economy in future years.
	7.43. Strategic Employment Locations SEL1-SEL4 listed above in the policy and Employment Allocations identified in Policy ED1 will provide a range of employment land suitable for a variety of business. Whilst Primarily Employment Areas are those areas of the Borough where employment is and will continue to be, the predominant land use in the area. These areas are all defined as such on the Policies Map.
	7.44. There are a variety of existing employment areas across the Borough which cater for the differing needs of Halton's businesses and industries. The employment areas are spread around the Borough and are accessible to the people they employ and to the customers they supply.
	<b>Liverpool City Region</b>
	7.45. The Liverpool City Region LEP is projecting <sup>43</sup> as a baseline; continued jobs and GVA growth over the forecast period (2015 to 2040) for the Liverpool City Region. However, this will be at a slower pace than both the North West and the UK with employment forecast to grow by just under 37,000 (an annual pace of 0.2% and slower than the Regional average). This is largely due to relatively low levels of total economic activity concentrated in the fastest growing sectors such as professional, scientific, and technical activities; and information and communications. Growth is further restrained by relatively large shares of employment and economic activity in declining industries such as a manufacturing and in the public sector.
	7.46. However, Liverpool City Region LEP provided Oxford Economics with a set of growth ambitions and targets, centred on a number of sectors that have been identified as having significant growth potential. In addition, local authorities provided details on growth plans for their respective areas. Oxford economics have modelled the cumulative impact of the sector focused targets of the LEP area and the regeneration plans of the individual local authorities. The LEP estimate these targets and plans would lead to a substantial increase in the rate of economic and job growth over the above, baseline scenario.
AM008	7.47. The 2015 SHMA Oxford Economic Forecast assumed a jobs change of 4,051(2015-2037), The main increase in land requirements can be seen in the <a href="#">then</a> A1 Retail, B1a Office and B8 Distribution use class sectors. <del>The</del> Figure 9 below shows the change in land requirements for 2015-2037. Overall the 4051 change in job densities equates to an additional 32.1ha (low) -38.9ha (high) of employment land required.

<sup>43</sup> The Liverpool City Region LEP Economic Outlook (July 2016)

<p>AM009</p>	<p><b>Figure 9: Net Land Requirement</b></p>  <p>Derived from Oxford Economics Jobs Forecasts (LCR-SHELMA)</p>
<p>AM010</p>	<p>7.48. The Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) sets out the level of employment land likely to be required within the City Region. It identifies a jobs growth of 58,900 in the baseline scenario or 134,100 jobs in the growth scenario. Using these figures the SHELMA sets out a (net) need for between 160.1 ha to 232.5 ha for B1 <a href="#">office use Uses</a>, and 139.8 ha to 154.8 ha for B2 <a href="#">general employment uses</a> across the Liverpool City Region. The SHELMA has also considered past (gross) take up rates, this identified a need for 235.7 ha <a href="#">of B1 Uses for office use</a>, 437.3 ha <a href="#">of B2 Uses general employment</a> and 118.2 ha of Small Scale B8 Uses across the City Region.</p>
	<p>7.49. Within Halton the SHELMA highlights an employment jobs growth of 3,800 in the baseline scenario and 12,400 in the growth scenario. This is equated to 28.1 ha of B1 Uses and 20.9 ha of B2 Uses in the baseline scenario, 39.8 ha of B1 Uses and 21.1 ha of B2 Uses in the growth scenario and 63.0 ha of B1, 62.3ha of B2 and 26.2 ha of Small Scale B8 Uses based on the past completions trend. Giving a suggested requirement of between 87.1 ha and 151.5 ha of employment land, without incorporating the need for 'large scale' B8.</p>
	<p><u>Large Scale B8 (Storage &amp; Distribution)</u></p>
	<p>7.50. A 'large scale' warehouse is defined as an individual unit over 9,000 square metres or approximately 100,000 square feet, this being the standard recognised definition within the commercial property sector. The SHELMA identifies a need of between 308 ha and 397 ha of large scale B8 Uses across the City Region. The higher figure is based on the Transport for the North freight strategy<sup>44</sup>, which sees the North and the City Region capture a greater share of demand nationally, and takes into account the potential arising from the expansion of the Port of Liverpool and wider SuperPort proposals and the potential opportunities that arise from HS2, Northern Powerhouse Rail (also known as HS3) and additional airport freight capacity.</p>
	<p>7.51. The large scale B8 figure has not yet been disaggregated to local authority level within the SHELMA as it is considered that the market for large scale B8 Uses is sub-regional in nature and is typically supply driven. Pending the completion of additional work across the City Region on the disaggregation of the demand for large scale B8 sites, an allowance based on previous take-up of land for such units in Halton has been incorporated in the to the proposed land requirement total. An assessment of the supply of sites with potential suitability for large scale B8 employment in Halton identifies 63ha of land.</p>

<sup>44</sup> Transport for the North, Northern Freight and Logistics Report (September 2016)  
<http://www.transportforthenorth.com/wp-content/uploads/TfN-Freight-and-Logistics-Report.pdf>

7.52.	The Strategic Employment sites support the Liverpool City Region Economy, those listed within this policy CS(R)4 will encourage new employment development within the defined boundaries and enhance existing facilities; the loss of employment uses within these areas would not be supported.
<b>Daresbury Science and Innovations Campus, Runcorn</b>	
7.53.	Sci Tech Daresbury has been selected by the Government as one of the UK's only two national Science and Innovation Campuses. Importantly it is the only Science and Innovation Campus in the north of England. Sci-Tech Daresbury is a high profile development bringing together high-tech businesses, universities, research organisations, and the business support and investor communities, to more effectively develop, and commercially exploit, the UK's world-class science base. Furthermore, the campus and surrounding land, including the adjacent site, has been established as an Enterprise Zone.
7.54.	STFC <sup>45</sup> , Langtree Group and Halton Borough Council have formed a public-private joint venture at Daresbury Science and Innovation Campus to build on the presence of the established laboratory to deliver further development on the site as one of the world's principal locations for scientific research, innovative technology development and entrepreneurial collaboration. The joint venture between the public and private sectors is expected to bring a significant number of jobs to the area during its lifetime, attracting further domestic and international positive inward investment in world class scientific research and innovation.
<b>3MG, Widnes</b>	
7.55.	The Mersey Multimodal Gateway (or 3MG as it is commonly known) is a logistic hub with direct access onto the West Coast Main Line and daily rail links to deep sea ports. It also has excellent connectivity to strategic road networks. It is regarded as a key asset and brand within the Liverpool City Region SuperPort Core Sector, with strong potential for growth and job creation. The Hub is split over two key sites and phases of development:
<b>Phase 1 3MG (East)</b> offering distribution space with bespoke multimodal logistics solutions. The site is operated by Stobart Group and currently provides 53,000sq.m of existing distribution and rail connected high bay warehousing. It has a fully operational intermodal terminal facility already handling over 120,000 TEU <sup>46</sup> s per year.	
<b>Phase 2 3MG (West)</b> has access to the West Coast Mainline, with a new link road and bridge providing dedicated access into the site from Speke Road and Knowsley Expressway. Part of the site at Newstead Road has outline planning permission to deliver 40,000sq.m of warehousing plus ancillary offices. Alstom Rail has recently established a state of art facility on this site.	
<b>Widnes Waterfront, Widnes</b>	
7.56.	The Widnes Waterfront is a multi-million pound regeneration programme driving the transformation of around 150 hectares of former industrial land on the banks of the River Mersey. The revitalised Widnes Waterfront is now a commercial and leisure development site where high quality office accommodation sits alongside a successful leisure park in a stunning riverside setting.
<b>West Runcorn / Rocksavage International</b>	
7.57.	Taken together the Ports of Runcorn and Weston have the potential to make a significant contribution to the Liverpool City Region growth sector of Superport / Logistics. This is complemented by the Inovyn's Rocksavage International Campus having a unique global offer within the Liverpool City Region for advanced manufacturing and high demand energy users. The three major land holders and operators, Peel, Stobart and Inovyn, are major businesses, who bring significant corporate strength and expertise to any future partnership working and delivery.

<sup>45</sup> STFC; Science and Technology Facilities Council (<https://stfc.ukri.org/>)

<sup>46</sup> TEUs or 'Twenty Foot Equivalent Units', are a standardised measurement for containerised freight.

<b>POLICY CONTEXT:</b>													
National Policy	NPPF (Principally paras 80-82) CS(R)4 creates a mechanism to create conditions in which businesses can invest, expand and adapt. The identifies the amount of employment development needed to proactively encourage sustainable development.												
Local Evidence	<ul style="list-style-type: none"> <li>Joint Employment Land and Premises Study (BE Group, 2010)</li> <li>LCR Strategic Housing and Employment Land Market Assessment (GL Hearn, 2017)</li> <li>B8 Study (GL Hearn, 2018)</li> </ul>												
Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
			Y	Y									
Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and Landscape	Population and Human Health	Social Inclusiveness	Local Economy and Employment	Housing	Transportation		
	-	0	-	0	0	0	0	0	++	0	0		

## CS(R)5: A Network Of Centres

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

### Policy CS(R)5: Halton’s Centres

1. The following hierarchy of centres will be maintained for retail and other main town centre uses (as defined in the NPPF and on the Policies Map) in order to provide access to a wide range of shops, employment and associated services for all sections of the community. The Council will also support the improvement and enhancement of town and local centres within the defined boundaries.

**Table CS(R)5.1: Halton Retail Hierarchy**

Designation	Role and Function	Location				
Town Centres	Principal focus for new and enhanced retail and other town centre activity within Halton	<b>Widnes</b> <b>Halton Lea</b> (including Runcorn Shopping City, Trident Retail Park, Asda and Lidl)				
District Centres	A focus for convenience, local and niche comparison and service retail and leisure uses	<b>Runcorn Old Town</b>				
Local Centres	Focus for local convenience and service retail and complementary community facilities.	<table border="0"> <tr> <td><b>Runcorn</b></td> <td><b>Widnes</b></td> </tr> <tr> <td> <ul style="list-style-type: none"> <li>Ascot Avenue</li> <li>Beechwood</li> <li>Brookvale</li> <li>Castlefields</li> <li>Grangeway</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Alexander Drive</li> <li>Bechers</li> <li>Cronton Lane</li> <li>Farnworth</li> <li>Halebank</li> </ul> </td> </tr> </table>	<b>Runcorn</b>	<b>Widnes</b>	<ul style="list-style-type: none"> <li>Ascot Avenue</li> <li>Beechwood</li> <li>Brookvale</li> <li>Castlefields</li> <li>Grangeway</li> </ul>	<ul style="list-style-type: none"> <li>Alexander Drive</li> <li>Bechers</li> <li>Cronton Lane</li> <li>Farnworth</li> <li>Halebank</li> </ul>
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	<p data-bbox="296 929 475 965"><b>Justification</b></p>				
	<p data-bbox="296 983 1431 1077">7.59. Halton is a small borough supporting two main town centres and a legacy town centre (district centre) at Runcorn Old Town. As with centres nationally, changing shopping trends and wider economic factors have made it a challenging business environment.</p>				
	<p data-bbox="296 1095 593 1126"><u>Town and District Centres</u></p>				
	<p data-bbox="296 1140 1431 1328">7.60. Widnes Town Centre comprises the Green Oaks Centre, Albert Square and Widnes Shopping Park arranged off the pedestrianised core of Albert Road / Widnes Road extending to Asda (Simms Cross) and Brosley Square to the south. The pedestrianised shopping areas around Albert Road / Widnes Road predominantly accommodates small terraced units, the Green Oaks Centre is an enclosed shopping centre, whilst the Widnes Shopping Park development includes larger retail units.</p>				
	<p data-bbox="296 1346 1431 1534">7.61. Widnes is the largest centre in the Borough and pulls trade from Runcorn. Until recently the centre continued to attract investment in additional or reconfigured floorspace, possibly aided by significant housebuilding in north Widnes (Upton Rocks) altering the catchment profile. The centre has migrated north from its original focus over many decades and suffers from being 'spread out' along Albert Road/Widnes Road. Some contraction in secondary pitches is evident.</p>				
	<p data-bbox="296 1552 1431 1794">7.62. Shopping City was designed as part of Runcorn New Town to be a self-contained town centre for Runcorn. The main centre was one of the earliest covered shopping malls in the UK, arranged around a central square with malls leading to four peripheral multi-storey car parks, each with a link bridge providing pedestrian access to the residential areas beyond. Additional retail developments have been added at Trident Retail Park (late 1990s), providing large floorplate accommodation for retail and leisure uses directly linked to the main mall and a stand-alone Asda superstore. Halton Lea now comprises Runcorn Shopping City, Trident Retail Park, Asda, and development on Edwards Road.</p>				
	<p data-bbox="296 1812 1431 1906">7.63. The Asda at Halton Lea dominates convenience trade in Runcorn, whilst the wider centre fails to dominate comparison goods trade, with leakage to Widnes and larger centres further afield evident.</p>				
	<p data-bbox="296 1924 1431 2042">7.64. The development of Runcorn Old Town followed the commercial and industrial growth of Runcorn on the south bank of the Mersey, arising from the development of the Bridgewater Canal in the 1770's, the mainline railway, and the Manchester Ship Canal in the latter half of the 19th century. However, the creation of Runcorn New Town, the development of the</p>				

<b>MM006</b>	Shopping City at Halton Lea and the building of the busway that cut through the centre led to a decline in Runcorn Town Centre. The centre has lost much of its comparison goods offer and many units are occupied by <b>A2</b> professional services traders due to lack of appropriate premises in the larger Halton Lea centre. The Old Town is currently part of wider regeneration plans including the revitalisation of the Runcorn Station Quarter.																																																																
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7.65.	There is a network of local centres across the Borough that provide valuable local shopping and service provision. Shopping patterns have changed significantly over recent years with reductions in single store weekly 'big shop' people often now driving to local stores, sometimes as part of a linked trip, instead of walking. As such, centres not located on main roads or offering adequate parking are often put at a disadvantage. There are new Local Centres proposed at South Widnes, and Daresbury to support developments in these areas.																																																																
7.66.	The Halton Retail Study (2017) identified the retail capacity for each of the three principal centres. The quantitative capacity for retail development is assessed based on the expenditure forecasts and the extent of trade retention within the catchment areas of each of the main centres. A constant market share approach has been adopted with capacity assessed for the forecast years 2019, 2024, 2029 and 2037 in both convenience and comparison goods (bulky and non-bulky). Table 9.1 below summarises the forecast capacity over the Plan Period, although the longer term forecasts should be treated with a degree of caution in view of the uncertainty in longer term economic forecasts.																																																																
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7.67.	The Study highlights that there is limited identified capacity for further convenience goods floorspace in Widnes over the Plan period and, accordingly, there is no particular quantitative or qualitative need for Halton Borough Council to plan for new convenience goods floorspace. In addition, it is not considered that there is a need to pro-actively plan for further convenience goods floorspace in Halton Lea over the Plan period.																																																																
7.68.	The Study also does not consider that there is any overriding requirement to plan for an increase in non-bulky comparison goods floorspace within Halton Lea town centre and Runcorn Old Town district centre over the Plan period. In Widnes, it highlights that the focus in the short to medium term should be on the delivery of Phase 2 of the Widnes Shopping Park, which provides an opportunity to further enhance the retail offer in a location that lies																																																																

within the defined boundary of the town centre and offers potential to create additional linked trips with the wider town centre.

POLICY CONTEXT:	
National Policy	NPPF (Principally paras 85-90) Policy CS(R)5 defines the network ,hierarchy of town centres and primary shopping areas. The policy sets out the requirements for additional retail space in order to promote the vitality and viability of the town centres.
Local Evidence	<ul style="list-style-type: none"> <li>Joint Employment Land and Premises Study (BE Group, 2010)</li> <li>LCR Strategic Housing and Employment Land Market Assessment (GL Hearn, 2017)</li> <li>B8 Study (GL Hearn, 2018)</li> </ul>

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
					Y								

Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and Housing	Transportation	
	+	0	0	0	0	0	0	+	++	0	0

## CS(R)6: Green Belt

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

MM007

### Policy CS(R)6: Green Belt

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

[New] **Development proposals for the sites removed from the Green Belt and allocated or safeguarded in this plan should include compensatory improvements to the environmental quality and accessibility of remaining Green Belt land to offset the impact of the removal of the land from the Green Belt.**

Justification

7.70.	The Merseyside Green Belt was approved in 1983. Its key purposes were to channel development into the existing urban areas and assist urban regeneration of the urban core. Since its creation, the Merseyside Green Belt has not been reviewed at a sub-regional level, although changes have been approved in the constituent local authorities' individual Local Plans).
7.71.	The NPPF sets out the five purposes of the Green Belt these are: <ul style="list-style-type: none"> <li>• to check the unrestricted sprawl of large built-up areas;</li> <li>• to prevent neighbouring towns merging into one another;</li> <li>• to assist in safeguarding the countryside from encroachment;</li> <li>• to preserve the setting and special character of historic towns; and</li> <li>• to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</li> </ul>
7.72.	It goes on to state that 'Local Planning Authorities with Green Belts in their areas should establish Green Belt boundaries in their Local Plans'. The Green Belt in Halton has been very successful in containing the expansion of the urban areas and encouraging the re-use of brownfield land. However, the remaining supply of brownfield land is no longer sufficient to meet the development needs for Halton over the Plan period. This led the Examination into the Core Strategy Local Plan (in 2011) to conclude that there was insufficient identified developable land within Widnes/Hale to meet future development requirements and as such identified the need to undertake a review of Halton's Green Belt.
7.73.	Subsequent changes to the quantification of development needs required that a review of the whole Halton Green Belt be undertaken. The proposed Green Belt boundary for Halton is set out on the Policies Map, which accompanies this document.

POLICY CONTEXT:	
National Policy	NPPF (Principally paras 133,134,135,136,137,138, 139,140 and 141) The policy ensures consistency with the spatial strategy for meeting the identified requirements for sustainable development. CS(R)6 reiterates the five purposes of the Green Belt; to check the unrestricted sprawl of large built up areas, to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
Local Evidence	<ul style="list-style-type: none"> <li>• Halton Landscape Character Assessment (HBC, 2009)</li> <li>• Mid Mersey Strategic Housing Market Assessment (GL Hearn 2016)</li> <li>• LCR Strategic Housing and Employment Land Market Assessment (GL Hearn, 2017)</li> <li>• Strategic Housing Land Availability Assessment (HBC, 2017)</li> <li>• Halton Green Belt Review (Summary Report (2017)</li> </ul>

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
		Y								Y			

Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation
	+	0	+	0	0	+	0	0	0	0	0

## CS(R)7: Infrastructure Provision

<p><b>MM008</b></p>	<p><b>Policy CS(R)7: Infrastructure Provision</b></p> <ol style="list-style-type: none"> <li>1. Development should be located to maximise the benefit of existing infrastructure and to minimise the need for new provision.</li> <li>2. Where new development creates or exacerbates deficiencies in infrastructure it will be required to ensure those deficiencies or losses are compensated for, adequately mitigated or substituted for <b>before development is begun or is occupied in a timely manner</b>. On larger developments that will be completed in phases or over a number of years, an agreed delivery schedule of infrastructure works may be appropriate. Where infrastructure provision is not made directly by the developer, contributions may be secured by an agreement under Section 106 of the Act<sup>47</sup> including where appropriate via a phased payment schedule.</li> <li>3. <del>The Council will continue to work with infrastructure / service providers to update the Infrastructure Plan, which may form the basis of a charging schedule to support wider infrastructure requirements across the Borough. Such a charging regime would necessitate the introduction of a Community Infrastructure Levy for Halton where contributions will be sought from all applicable development to support infrastructure provision across the Borough. The details of such an approach will be set out in appropriate local development documents.</del> <b>Development proposals will be supported where there is sufficient wastewater treatment capacity. If localised deficiencies arise, development will have to be phased to so as not to exceed available capacity. Furthermore, all developments will be required to deliver green infrastructure approaches, such as Sustainable Urban Drainage Systems (SuDS), to maximise in-situ pollutant attenuation in accordance with policy CS21 and HE9.</b></li> <li>4. Applications for the provision of new infrastructure will be supported where they are required to help deliver national priorities or locally identified requirements and where their contribution to agreed objectives outweigh the potential for adverse impacts.</li> </ol> <p><b>Justification</b></p>
7.74.	An integral part of the Local Plan is to ensure that development proposals are supported by the timely provision of an appropriate level of infrastructure including:
	<ul style="list-style-type: none"> <li>• transport infrastructure such as roads, railways, public transport, and cycling and walking routes;</li> </ul>
<b>MM008</b>	<ul style="list-style-type: none"> <li>• physical and environmental infrastructure such as water supply and treatment, <b>flood defence infrastructure</b>, and energy supply;</li> </ul>
	<ul style="list-style-type: none"> <li>• green infrastructure such as public greenspaces;</li> </ul>
	<ul style="list-style-type: none"> <li>• social infrastructure including community services and facilities; and,</li> </ul>
	<ul style="list-style-type: none"> <li>• digital infrastructure such as internet access.</li> </ul>

<sup>47</sup> Section 106 of the Town and Country Planning Act 1990

	<p>7.75. The cumulative effects of a number of developments should also be taken into account, so far as joint contributions to off-site infrastructure may be required. In such circumstances, developer contributions or a tariff based approach will be used to secure funds or works for essential elements of schemes where on or off site provision in kind is not forthcoming. On larger development sites where there are multiple land ownerships, the Council may seek phased payments from landowners to contribute towards infrastructure which will serve the whole of the area. The Infrastructure Plan<sup>48</sup> accompanying the DALP outlines required infrastructure in the Borough setting out where contributions from a variety of parties may be required. The ability of an individual development to deliver the required level of contributions or direct provision of infrastructure will be determined by the effect this may have on the economic viability of the development concerned. Where the scale of infrastructure or contributions required is deemed to have a negative impact on the overall viability of a development, the Council will require evidence to be submitted to demonstrate this. In such instances, the contribution towards infrastructure provision may be re-examined.</p>																												
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<p><b>MM008</b></p>	<p>[New] <u>The Council will continue to liaise with United Utilities to ensure the development will only be allowed where/when it can be supported by adequate potable and wastewater treatment capacity over the entire plan period.</u></p>																												
	<p>7.76. Alongside the infrastructure requirements for the DALP, the Infrastructure Plan details the infrastructure needed to support general growth across the Borough. Infrastructure needs will evolve over the plan period and as such it will be necessary to undertake further reviews of the Infrastructure Plan. The Infrastructure Plan will be a 'live' document which will be updated as required over the lifetime of the Core Strategy saved policies, the Delivery and Allocations Plan and as new local plan documents emerge, infrastructure schemes are completed and in accordance with discussions with infrastructure / service providers to further review the need for infrastructure within the Borough.</p>																												
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<sup>48</sup> HBC (2019) Infrastructure Plan

Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation
		+	?	0	0/+	0	0	+	++	0/+	0

**CS8: 3MG (Policy deleted)****CS9: South Widnes (Policy deleted)****CS10: West Runcorn (Policy deleted)****CS11: East Runcorn (Policy deleted)****CS(R)12: Housing Mix and Specialist Housing**

7.77.	The number of new homes to be provided is set out in CS(R)1: Halton's Spatial Strategy and accompanying policy CS(R)3: Housing Supply and Locational Priorities. Alongside delivering the right quantity of new homes, it is equally important that the right type of housing is provided to meet the needs of Halton's existing population, address imbalances in the existing housing stock and ensure the homes provided can adapt to changing demographics, particularly an ageing population. The type of affordable housing required on each site is set out in CS(R)13: Affordable Housing, but it is equally important to ensure that the mix of new private housing contributes towards meeting identified needs. As such, housing developers should have regard to locally arising needs for dwellings of differing size and type.

MM009	<p><b>Policy CS(R)12: Housing Mix and Specialist Housing</b></p> <ol style="list-style-type: none"> <li>1. On sites of 10 or more dwellings, the mix of new property types delivered <del>should be</del> <b>encouraged to</b> contribute to addressing identified needs (size of homes and specialist housing) as quantified in the most up to date Strategic Housing Market Assessment, unless precluded by site specific constraints, economic viability or prevailing neighbourhood characteristics.</li> <li>2. Proposals for new specialist housing for the elderly, including extra-care and supported accommodation, will be encouraged in suitable locations, particularly those providing easy access to local services and community facilities. Development proposals for specialist housing should provide adequate amenity space and parking.</li> <li>3. Affordable housing provision in line with Policy CS(R)13 will still be required where the proposal for specialist accommodation provides self-contained dwellings.</li> <li>4. There will be a presumption against further residential care accommodation resulting in or exacerbating an oversupply.</li> <li>5. In order to reduce reliance on specialist housing in the future and to allow residents to live within their own homes for as long as they are able, the Council will encourage <del>the delivery of homes which meet Lifetime Homes standards</del> <b>designs of dwellings that can be adapted should they be required.</b></li> <li>6. Proposals for development that would result in the loss of special needs housing will only be granted permission where it can be demonstrated that there is no longer an established local need for this type of accommodation or adequate replacement accommodation will be provided.</li> </ol>
MM009	<p><b>Justification</b></p> <p>7.78. Evidence from the Mid-Mersey Strategic Housing Market Assessment 2016<sup>49</sup> (SHMA) demonstrates that there is a need for a greater diversity of housing types and sizes across market housing as well as in affordable accommodation. The housing type profile in Halton currently differs from the national pattern with higher proportions of medium/large terraced houses and bungalows than <del>elsewhere in the country</del> the average for England and Wales. Consequently, there is under provision of other dwelling types, namely detached homes and also to a certain extent, flatted homes. The SHELMA (LCR) 2018<sup>50</sup> shows an above average representation of detached and semi-detached sales. In Halton this is due to a particularly high proportion of new build sales that upwardly skew the figures for detached and semi-detached sales.</p> <p>7.79. In order to rebalance the type and size of housing across the Borough and to ensure that the most appropriate form of housing is provided to meet the requirements of current and future residents, housing developers should consult the most recent SHMA/SHELMA which indicates the most needed housing type and size within a particular sub-area in the Borough to inform the mix of dwellings on larger sites. In exceptional cases where particular constraints exist on a site (e.g. design issues or site size) or where there are viability issues which prohibit the desired mix of housing from being achieved, developers should provide a clear explanation through information supporting their planning application of how these factors have influenced the proposed housing mix.</p>
	<p>7.80. The need for extra care or supported housing in Halton is particularly pronounced because of low levels of existing provision. This level of need is anticipated to grow over the plan period</p>

<sup>49</sup> GL Hearn (2016) Mid Mersey Strategic Housing Market Assessment

<sup>50</sup> GL Hearn (2018) Strategic Housing and Employment Land Market Assessment

	given the Borough's ageing population. . The Halton Housing Strategy indicates that there is a need to develop a wider range of housing options, including extra care and retirement housing across all tenures, to prevent over reliance on residential care <sup>51</sup> .
7.81.	Selecting appropriate locations for extra care and supported housing is important to ensure that residents are able to integrate with the surrounding community and retain maximum independence. Specific preferred locational criteria are set out within Halton's Commissioning Strategy for Extra Care. Provision of extra care housing is hindered by the lack of developable or publicly owned land and the high costs associated with land purchase, remediation and conversion or demolition of an existing building. Where the Council has the opportunity to influence the type of housing provision on sites which meet a number of the criteria for extra care housing, the need for this specialist type of accommodation will be emphasised.
7.82.	Bungalows are often identified as well suited to meeting the needs of older people and retirement communities could be encouraged.
	Specialist residential accommodation includes the following uses:
	<ul style="list-style-type: none"> <li>Sheltered housing - commonly self-contained homes with a manager or warden provided on site but with no, or limited on-site care and support (usually within Use Class C3);</li> </ul>
	<ul style="list-style-type: none"> <li>Enhanced Sheltered Housing - commonly self-contained homes with a manager or warden provided on site, at least one meal provided each day and potential additional shared facilities.</li> </ul>
	<ul style="list-style-type: none"> <li>Residential care homes - non-self-contained bedsit rooms with shared lounges and eating arrangements with on-site residential care (within Use Class C2);</li> </ul>
	<ul style="list-style-type: none"> <li>Nursing homes - accommodating ill or frail elderly people in non-self-contained bedsit rooms with on-site nursing care and support (Use Class C2);</li> </ul>
	<ul style="list-style-type: none"> <li>Extra-care homes - commonly a mix of non-self-contained bedsit rooms and self-contained homes providing independent living alongside on site care and support (usually a mix of Use Class C2 and C3);</li> </ul>
	<ul style="list-style-type: none"> <li>Supported Living - Shared homes occupied by no more than 6 people with an element of on-site care and support (usually in Use Class C3);</li> </ul>
	<ul style="list-style-type: none"> <li>Residential colleges and training centres (e.g. student housing) (usually in Use Class C2); and Hostels for a number of households or individuals. The occupiers are usually linked in terms of circumstances or age group. There is usually a common management regime and some shared facilities and an element of care and support on site.</li> </ul>
7.83.	National policy is to help people stay in their own home as long as they wish and are able, by the provision of personalised care packages within the community. Surplus capacity in residential care represents an inefficient use of scarce resources, placing an undue regulatory burden on the Council and has the potential to impact on conditions for residents. As such, the Council will seek to resist further residential care facilities where the level of bedspace vacancies is likely to be worsened. Bedspace vacancy monitoring is updated by the Council on a weekly basis and this information will be used to inform any decision on the need for further residential care facilities or the expansion of existing facilities.
<b>MM009</b>	<p>7.84. <del>The concept of Lifetime Homes<sup>52</sup> was introduced in the early 1990s with the overall aim of making homes suitable for people at all stages of their lives. The Lifetime Homes Standard consists of 16 design criteria which place emphasis on accessibility and design features that make homes flexible enough to meet the needs of individual households for as long as they wish to remain in their own homes.</del> As outlined above, the Borough's ageing population will increase the need for specialist accommodation which has been adapted to meet the needs of older people. Making new private housing more flexible to changing needs not only reduces the burden on such facilities but also offers older people independence in their own homes.</p>
	<b>POLICY CONTEXT:</b>

<sup>51</sup> HBC (2008) Halton Housing Strategy 2008-2011

<sup>52</sup> ~~Lifetime Homes~~ [www.lifetimehomes.org.uk/](http://www.lifetimehomes.org.uk/)

National Policy	NPPF (Principally paras 59,60,61,67 and 124) Code for Sustainable Homes – Technical Guide (CLG, 2009); Lifetime Homes, Lifetime Neighbourhoods (CLG, 2008); Lifetime Homes Criteria (Habinteg, 2010) Part M Building Regulation's , Policy CS12 conforms to delivering the size, type and tenure of housing needed for different groups in the community (Para 61).												
Local Evidence	<ul style="list-style-type: none"> <li>• Mid-Mersey Strategic Housing Market Assessment (GL Hearn, 2016)</li> <li>• Halton Housing Strategy (HBC, 2013-2018);</li> <li>• Private Sector House Condition Survey (HBC and CPC, 2009);</li> <li>• Residential &amp; Nursing Care Home Commissioning Strategy (HBC, 2009)</li> </ul>												
Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
	Y	Y									Y		
Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation		
	0	0	0	0	0	0	+	++	0	++	0		

### CS(R)13: Affordable Homes and Starter Homes

7.85.	The delivery of affordable housing to meet current and future housing needs is a component of creating sustainable communities.
MM010	<div style="border: 1px solid black; padding: 10px;"> <p><b>Policy CS(R)13: Affordable Homes and Starter Homes</b></p> <p>1. All residential schemes including ten or more dwellings (net gain), or <del>0.33</del> <b>0.5</b> ha or more in size, <b>with the exception of brownfield sites are</b> to provide affordable housing at the following rates:</p> <ol style="list-style-type: none"> <li>Strategic Housing Sites: Those identified on the Policies Map as Strategic Housing Locations, are required to deliver a 20% affordable housing requirement</li> <li>Greenfield Development: Will be required to deliver 25% affordable housing requirement</li> <li><del>Brownfield sites: Will be required to deliver 0% affordable housing requirement.</del></li> </ol> <p><del>2. The Council will require at least 10% of the homes on schemes of ten or more dwellings to be available for affordable home ownership (Shared ownership or Starter Homes) as part of the overall affordable housing contribution from the site.</del></p> </div>

3. ~~Affordable housing should be provided as 74% affordable or social rent and 26% intermediate.~~ The overall number of affordable housing units should be provided as approximately 74% affordable or social rent and 26% intermediate where practicable and unless evidence\* justifies a departure from this requirement. Homes for affordable home ownership (shared ownership or starter homes) can be provided within the intermediate proportion of affordable housing provision.
4. Affordable housing will be required to be delivered in perpetuity, where feasible.
- Affordable Homes and Starter Homes**
5. In relation to the provision of affordable homes ~~and starter homes as out above~~ the Council will:
- Require the affordable housing to be fully integrated into the development site so as to avoid the over concentration of affordable homes in any particular location and in order to achieve a seamless design
  - Only reduce the affordable housing contribution or vary the tenure mix where robust and credible evidence is provided to demonstrate that the affordable housing target would make the development unviable. This appraisal may then be reviewed by independent economic viability consultants. The applicant will be required to meet the full cost of this work.
  - Only accept off site provision or financial contributions in lieu of on-site provision **in exceptional circumstances**, where it can be proven to be that on site provision is unviable or localised need does not necessitate affordable housing provision and the agreed approach contributes to the objective of creating mixed and balanced communities
6. Planning permission will be refused on development sites which are sub-divided into separate development parcels below the affordable housing or Starter Homes thresholds, unless the affordable housing provision is proportionate to that which would have been required on the site as a whole.
7. Custom and Self-Build plots provided in accordance with Policy RD6 can be either delivered as market or affordable housing. However, developers wishing to provide affordable custom and self-build plots will still be obliged to meet their affordable housing requirement for the development of the site should the plots not be fulfilled.

\* Supporting evidence may include updated Strategic Housing Needs Assessment, local Housing Registers, agreed Regeneration Masterplans etc.

### Justification

MM010	7.86. The NPPF provides the definition of affordable housing (as used in this report). The following is taken from Annex 2 the Glossary of the NPPF <del>2019</del> <u>2021</u> .
AM011	"Affordable housing . for sale or rent, for those whose <b>need needs</b> are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:
	<b>Affordable housing for rent:</b> meets all of the following conditions: (a) the rent is in accordance with the Governments' rent policy for Social Rent or Affordable Rent, or is at least 20% below the market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an

	<p><i>alternative affordable price for suture eligible households, or the subsidy to be recycled for alternative housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision.</i></p>
	<p><b>Starter homes</b> is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislations made under these sections. The definition of a starter homes should reflect the meaning set out in the statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase starter home to those with a particular maximum level of household income, those restrictions should be used.</p>
	<p><b>Discounted market sales housing:</b> is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p>
	<p><b>Other affordable routes to home ownership:</b> is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provision for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision.</p>
	<p>7.87. The Liverpool City Region Housing &amp; Employment Land Market Assessment did not identify an affordable housing need figure, it however refers to the Mid-Mersey SHMA 2016 which identifies a net affordable housing need of 119 units each year across Halton, with 58 each year in Widnes and 61 in Runcorn. It states that as both areas have similar income levels and hence affordability profiles the split between intermediate and social/affordable rented housing would not be expected to be much different and hence a need for around 25% intermediate housing is considered appropriate in both locations.</p>
MM010	<p>7.88. Taking into account the viability of residential development, the policy target for affordable housing contribution has been set at 25% for greenfield development; 20% for strategic sites identified on the Policies Map and zero for brownfield sites (unless evidence suggests the site is deliverable) of the total residential units, which will be applied to all qualifying residential developments, being those on sites capable of providing a net gain of 10 or more units or on <del>0.33</del> 0.5 hectares or more. Affordable housing provision at a rate lower than the target range will only be acceptable where it is demonstrated through a financial appraisal that prevailing market conditions, abnormal physical on-site constraints resulting in extraordinary costs, or higher competing use value would render the development unviable when the affordable housing contribution is taken into account. This appraisal may then be reviewed by independent economic viability consultants. The applicant will be required to meet the full cost of this work.</p>
	<p>7.89. Off-site provision will only be considered appropriate in exceptional circumstances and is dependent on the suitability and availability of alternative sites. The off-site provision of affordable housing will only be acceptable if it can be proven that on-site provision would not be feasible or the identified localised need does not require the provision of affordable housing. The off-site location chosen must be on a site that is agreed with the Council as being in a suitable location, relative to the housing need to be met. Financial contributions instead of on-site provision may also be sought in exceptional circumstances.</p>
MM010	<p><del>7.90. A Starter Home as a new dwelling only available for purchase by qualifying first-time buyers and which is made available at price which is at least 20% less than its market value.</del> <u>The Council will seek to achieve the appropriate mix between social rent and intermediate tenures within the affordable housing supply. It will have regard to delivery against requirements over the Plan period, any changed need assessments or significant changes to the local waiting list (housing register) as well and any agreed redevelopment masterplans. In some locations, it may be preferable to seek a particular tenure to address imbalances in the local supply. This could include areas with high concentrations of social rented housing where</u></p>

		<a href="#"><u>additional intermediate housing may be desirable to improve the housing mix and create ‘housing pathways’.</u><sup>53</sup></a>																												
<b>MM010</b>	[New]	<a href="#"><u>Affordable units secured through the operation of this policy should be provided in perpetuity, i.e. should remain at an affordable price for future eligible households, or the subsidy must be recycled for alternative affordable housing provision.</u></a>																												
<b>MM010</b>	7.91.	Where a developer seeks to negotiate a reduction in the provision of affordable homes <del>or starter homes</del> that would normally be expected to be provided on grounds of financial viability, the Council will require the developer to supply robust and credible evidence as to the financial viability of the development. This will normally take the form of an open book financial appraisal of the proposed development, demonstrating the full range of costs to be incurred by the development including fair market value the land, the financial return expected to be realised, and the profit expected to be released. The level of detail required in such an appraisal will always be proportionate to the scale and complexity of the development proposed. In cases where an independent assessment of the appraisal is required, the developer will be expected to pay for this.																												
<b>MM010</b>	7.92.	In assessing the information supplied in a financial appraisal, the Council will always seek to ensure that its decision represents the appropriate balance between <a href="#"><u>the need to provide affordable housing and</u></a> the desirability of securing delivery of the development. The Council will endeavour to work with developers to identify ways in which their schemes can be made financially viable, including considering alternative models of delivery.																												
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<sup>53</sup> Mid-Mersey Strategic Housing Market Assessment, (GL Hearn) 2016

## CS(R)I4: Meeting The Needs Of Gypsies, Travellers And Travelling Showpeople

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

### **Policy CS(R)I4: Gypsy & Travellers**

1. Provision will be made for 10 additional pitches in Halton over the GTAA period 2017-2032, this will meet the require need for 4 additional pitches and provision for up to 6 additional pitches for Gypsy and Traveller households that may not meet the planning definition<sup>54</sup>.
2. There is no identified need for plots for Travelling Showpeople.
3. In allocating sites and for the purposes of considering planning applications, all of the following criteria will need to be satisfied:
  - a. The site is not affected by pollution, contamination, flooding or other environmental factors that would result in unacceptable living conditions.
  - b. The site is well designed and landscaped to give privacy between pitches/plots and, where appropriate, between the site and adjacent uses.
  - c. The site is well located in relation to the highway network with adequate vehicular and pedestrian access, and provision for parking and circulation.
  - d. The site is accessible to local services and facilities by walking and/or public transport.
  - e. The site can be supplied with essential services such as water, sewerage, drainage, and waste disposal.
  - f. With particular regard to sites for Travelling Showpeople, the development includes appropriate provision for the storage, maintenance and testing of equipment, where required, without creating unacceptable nuisance, or presenting a risk to the health and safety of those living on or near the site.
  - g. The proposal is not unacceptably detrimental to the amenity or character of the surrounding area
  - h. The site would not lead to adverse effects on the integrity of the Mersey Estuary SPA and/or Ramsar site.
  - i. The site is preferably on brownfield land.
  - j. The occupants are recognised as gypsies, travellers or travelling showpeople<sup>55</sup>.
  - k. The proposal helps meet the identified need within the GTAA.
4. The Council will continue to work with its partners to ensure appropriate provision for Gypsies, Travellers and Travelling Showpeople's accommodation needs.

MM011

[New] [Proposals would conserve and enhance affected heritage assets and maintain the enjoyment of the historic environment.](#)

### **Justification**

<sup>54</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/457420/Final\\_planning\\_and\\_travellers\\_policy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf)

<sup>55</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/457420/Final\\_planning\\_and\\_travellers\\_policy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf)

7.94.	Gypsies and Travellers are defined by MHCLG in Planning Policy for Traveller Sites <sup>56</sup> as “Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.”																											
7.95.	Travelling Showpeople are defined by MHCLG in Planning Policy for Traveller Sites as “members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above”.																											
7.96.	Halton currently has two private Gypsy and Traveller sites located in Runcorn and three local authority sites, a long standing site in Widnes, and two newer sites in Runcorn. These sites provide a total of 50 permanent pitches and 10 transit pitches across the Borough. There are currently no plots for Travelling Showpeople.																											
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7.97.	The Council is pro-active in addressing the welfare needs of the Gypsy, Traveller and Travelling Showpeople community and has worked with neighbouring authorities in Cheshire and Warrington to quantify the need for permanent and transit sites within the sub-region. The Cheshire East, Cheshire West and Chester, Halton and Warrington Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) 2018 <sup>57</sup> indicates that Halton is likely to require an additional 4 pitches during 2017 to 2032 to meet the known need and an additional 6 pitches for households that do not meet the planning definition, giving a total of 10 pitches over the period 2017 to 2032. The GTAA has assumed that the needs of residents currently on unauthorised sites, waiting lists or sites with temporary planning permission are addressed in the first five years. Need arising from household formation is apportioned over time.																											
7.98.	A pitch is an area which is large enough for one household to occupy and typically contains enough space for one or two caravans, but can vary in size.																											
7.99.	Planning Policy for Traveller Sites states that “Traveller sites (temporary or permanent) in the Green Belt are inappropriate development”.																											

<sup>56</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/457420/Final\\_planning\\_and\\_travellers\\_policy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf)

<sup>57</sup> Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSAA) 2014 (ORS, 2014) <http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/CheshireGTAAREport.pdf>

<b>POLICY CONTEXT:</b>																											
National Policy	NPPF (Principally para 4) Planning Policy for Travellers (MHCLG, 2015) Policy CS(R)14 is committed to ensuring that members of Gypsy, Traveller and Travelling Showpeople communities have access to decent and appropriate accommodation sufficient to meet their needs.																										
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## **CS(R)15: Sustainable Transport**

7.100.	This policy sets out the transport and traffic considerations that development proposals should address. The policy seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport.
	<p><b>Policy CS(R)15: Sustainable Transport</b></p> <ol style="list-style-type: none"> <li>1. In order to encourage journeys to be made by sustainable modes of travel including walking, cycling and public transport, the Council will: <ol style="list-style-type: none"> <li>a. support a reduction in the need to travel by car;</li> <li>b. encourage a choice of sustainable transport modes; and</li> <li>c. ensure new developments are accessible by sustainable modes.</li> </ol> </li> <li>2. To support sustainable transport across the Borough: <ol style="list-style-type: none"> <li>a. Halton's existing Sustainable Transport Network will be protected;</li> <li>b. Improvements to the existing Sustainable Transport Network will be supported</li> <li>c. The introduction of new sustainable routes and facilities will be encouraged and;</li> <li>d. Promote the use of green technology to reduce transport emissions</li> </ol> </li> <li>3. High trip generating developments will be expected to minimise the need to travel, particularly by private car and maximise the opportunities for the use of walking, cycling and public transport. The Council will expect them to be</li> </ol>

<p><b>MM012</b></p>	<p>located where there is public transport accessibility and good walking and cycling links.</p> <p>4. Development proposals must be consistent with and contribute to the implementation of the transport strategies and priorities. <b>set out in the Local Transport Plan, and Transport Plan for Growth.</b></p>																												
<p><b>MM012</b></p>	<p><b>Justification</b></p> <p>7.101. Increasing the proportion of journeys made by sustainable modes including walking, cycling and public transport is an important priority for Halton. Advantages of using sustainable transport are many and varied, from reducing the number of private vehicles on the road and hence cutting congestion and exhaust emissions, whilst improving air quality, enabling healthy lifestyles through walking and cycling to access to key services and facilities.</p> <p><u>[New] Transport strategies and priorities can be found in the Local Transport Plan, and Transport Plan for Growth.</u></p>																												
	<p>7.102. Further detail regarding the need to encourage travel by sustainable modes will be set out in the Connectivity section of this document and the proposed Transport and Accessibility SPD. These policies and the SPD will provide further guidance on accessibility; outline the requirements for Transport Assessments and Travel Plans; and, set car and cycle parking standards for various types of development.</p>																												
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## CSI6: The Mersey Gateway Project (Policy Deleted)

## CS(R)17: Liverpool John Lennon Airport Operational Land and Airport Expansion

	7.103. Liverpool John Lennon Airport (LJLA) is predominately located within Liverpool City Council's administrative area with a portion within Halton Borough Council's westernmost boundary. The airport is a key commercial asset to the Liverpool City Region supporting both the business and the tourist economy.
	7.104. During 2017, the Airport consulted on an update of its then latest Masterplan <sup>58</sup> a document produced by LJLA which established the long term framework to 2050 to help guide the airport's renewed growth and investment, and as required by the 2003 White Paper "The Future of Air Transport" <sup>59</sup> . This reaffirmed the airport's long term ambition to extend the runway to be able to accommodate a wider range of flights and services to more destinations.
MM013	<p><b>Policy CS(R)17: Liverpool John Lennon Airport Operational Land and Airport Expansion</b></p> <p><u>Airport Operational Land within Halton Borough</u></p> <ol style="list-style-type: none"> <li>1. Development within the airport boundary falling within Halton Borough Council, as defined on the Policies Map, will only be permitted where it is directly related to:       <ol style="list-style-type: none"> <li>a. a runway extension, including relocation of physical infrastructure including the perimeter access road,</li> <li>b. aircraft and operational site safety requirements</li> <li>c. extension or enhancement of the Speke Garston Coastal Reserve</li> </ol> </li> <li>2. The proposed extension to the runway at LJLA must incorporate localised screening and structural landscaping to the northern and eastern boundary to minimise any visual impacts on Speke and Hale Village, which must not adversely affect the operational integrity or safety of the airport.</li> </ol> <p><u>Airport Expansion</u></p> <ol style="list-style-type: none"> <li>3. Development proposals to significantly increase the passenger or freight handling capacity of the airport or numbers of aircraft movements will be assessed with regard to their impact on Halton, particularly any environmental and social impacts on:       <ol style="list-style-type: none"> <li>a. residents and other users, of any increases in noise, road traffic, air pollution or public safety risk;</li> <li>b. <u>the historic environment of the surrounding area including</u> setting and local character <del>of Hale Village</del>;</li> <li>c. the natural and built environment, including areas of international, national or local conservation, ecological and landscape value;</li> <li>d. the risks associated with climate change; and,</li> </ol> </li> </ol>

<sup>58</sup> <https://www.liverpoolairport.com/media/2957/liverpool-john-lennon-airport-master-plan-to-2050.pdf>

<sup>59</sup> DfT (2003) The Future of Air Transport

<p><b>MM013</b></p> <p><b>MM013</b></p>	<p>e. the local and regional transport network</p> <p><u>[New] Further assessment of air quality impacts will be made at the project-level, to ensure that there will be no adverse effects of atmospheric pollution on the integrity of European sites, especially the Sefton Coast SAC.</u></p> <p>With respect to internationally important sites (particularly the Mersey Estuary Special Protection Area and Ramsar site) proposals will need to incorporate measures that are <u>acceptable to the appropriate statutory body and</u> sufficiently extensive to enable a conclusion of no adverse effect on their integrity unless it can be demonstrated that there are both no alternatives and Imperative Reasons of Over-riding Public Interest.</p> <p><u>Eastern Access Transport Corridor (Road)</u></p> <p>4. The Council supports the principal of improving accessibility to the airport through the provision of a new road (the Eastern Access Corridor) through the Halton Green Belt to the east of Speke, along the indicative alignment shown on the Policies Map (see policy CI).</p>
<p><b>Justification</b></p>	
<p>7.105.</p>	<p>Liverpool John Lennon Airport (LJLA) is one of the UK's longest established operational airports having been officially opened on 1st July 1933 and is a significant driver of prosperity in the Liverpool City Region and the North West as a whole, bringing an estimated £250 million per annum in GVA and supporting 6,000 jobs to the Liverpool City Region economy. Figures from 2018 showed that passenger numbers were in the region of 5.1 million for the calendar year. This is the first time passenger levels have exceeded 5 million since 2007.</p>
<p>7.106.</p>	<p>The airport has two long-standing issues within Halton;</p>
	<p>(1) the runway end safety area and</p>
	<p>(2) the proposed extension of the runway.</p>
	<p>The Civil Aviation Authority (CAA) requires that major commercial aerodromes maintain a Runway End Safety Area (RESA), an area with restricted access free from physical obstructions in the event of aircraft overrun or undershoot incidents. Dungeon Lane, has until recently allowed public access within close proximity to the runway end. This situation has recently been addressed, with the road being formally closed and the airport moving to enclose and secure the area within its 'airside' operational land. The Policies Map defines the operational area of the Airport within Halton Borough, which is removed from the Green Belt to help address the CAA safety requirements and facilitate the longstanding aspiration to accommodate a runway extension. Within this area, only development associated with the safe operation of the extended runway, and associated aircraft safety requirements or environmental improvements to the adjoining Speke Garston Nature Reserve will be supported,</p>
<p>7.107.</p>	<p>Any development proposals to significantly increase the passenger or freight handling capacity at the airport are likely to be located within Liverpool City Council's area. Halton will come to a view regarding these with regard to the impacts on Halton including the cumulative impacts on the Mersey Estuary Special Protection Area and other environmentally significant sites.</p>
<p>7.108.</p>	<p>Halton was a signatory to the Airport's previous Masterplan and Airport Surface Access Strategy that identified the ambition for a new eastern road access between A561 Speke Boulevard and Hale Road (close to its junction with Dungeon Lane). The Council supports the delivery of this road in principle, solely for its stated purpose of improving access to the airport. The Council has chosen not to remove land from the Green Belt along the route of this road as it considers that exceptional circumstances do not exist to warrant the loss of valuable Green Belt in this location.</p>

AM012	<p>7.109. Issues relating to the airport Public Safety Zone (PSZ) and development Height Restriction Zones (HRZ) are covered in policy C4 : Operation of Liverpool John Lennon Airport</p> <p>7.110. <del>NPPF (2019) Compliance:</del></p>																												
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## CS(R)18: High Quality Design

	<p>7.111. The design of places and spaces can have a profound effect on the way that we live, how we understand an area, the way that we treat an area and the way that we move through it. It is crucial for development design in Halton to be of a high quality, build upon an area's character, be adaptable to changing situations, and provide safe, healthy and accessible environments for all members of society.</p>
MM014	<p><b>Policy CS(R)18: High Quality Design</b></p> <p>Achieving and raising the quality of design is a priority for all development in Halton. Development proposals, where applicable, will be expected to:</p> <ol style="list-style-type: none"> <li>provide <b>attractive beautiful</b> and well-designed residential, commercial and industrial developments appropriate to their setting;</li> <li>enhance and reinforce positive elements of an area's character contributing to a 'sense of place', including the incorporation of public art where appropriate;</li> <li>respect and respond positively to their setting, including important views and vistas, landmark buildings, features and focal points that have been identified in a proper context appraisal;</li> </ol>

<p><b>MM014</b></p>	<p>d. be flexible and adaptable to respond to future social, technological, economic <b>and , environmental and the</b> health needs of the Borough;</p> <p>e. promote safe and secure environments through the inclusion of measures to address crime, fear of crime and anti-social behaviour;</p> <p>f. create public spaces which are attractive, promote active lifestyles and work effectively for all members of society;</p> <p>g. incorporate appropriate landscape schemes into development designs, integrating local habitats and biodiversity;</p> <p>h. provide safe, secure and accessible routes for all members of society, with particular emphasis on walking, cycling and public transport; and</p> <p>i. be well integrated and connected with existing development.</p>																												
<p><b>Justification</b></p>																													
<p><b>MM014</b></p>	<p>7.112. All development in Halton is required to demonstrate high quality design with the aim of creating high quality environments where people want to live, work, play and visit. In order to achieve high quality design in the Borough it will be necessary for all development proposals to not only have a thorough understanding of a site’s design characteristics but also to have a wider understanding of Halton’s individual character and context, including that set out within Halton’s Landscape Character Assessment<sup>60</sup>.</p> <p>7.113. To meet these design principles, development proposals will be expected to implement current design guidance and principles. This will include publications and documents from the Homes England and Heritage England, alongside national standards for instance <b>the ‘Lifetime Homes’ criteria those set out in the National Design Guide and National Model Design Code</b>, to ensure that housing designs are adaptable and accessible, and the use of the ‘Secured by Design’ principles which focuses on crime prevention through development design for homes and commercial premises.</p>																												
	<p>7.114. The high quality design principles for the Borough expressed in this policy will also be supported by a range of policies within Halton’s Local Development Documents and appropriate SPDs.</p>																												
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Local Evidence	<ul style="list-style-type: none"> <li>Design of Residential Development SPD (HBC, 2012);</li> <li>Design of New Commercial and Industrial Development SPD (HBC, 2006);</li> <li>Halton Landscape Character Assessment (TEP, 2009)</li> </ul>																												
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<sup>60</sup> TEP (2009) Halton Landscape Character Assessment

Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation
	+	0/+	0	0/+	0/+	0/+	0/+	0/+	0	0/+	0

## CS(R) I9: Sustainable Development And Climate Change

7.115. The deployment of renewable and low-carbon energy and the design and construction of future development has a central role in delivering sustainable growth, contributing to the mitigation and adaptation of climate change and ensuring energy security. The UK Government has set a target to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline<sup>61</sup>. There are also UK targets to generate 15% of electricity from renewable sources by 2020<sup>62</sup> and an objective to deliver zero carbon and sustainable developments that are adaptable to changing climatic conditions.

### Policy CS(R) I9: Sustainable Development and Climate Change

All new development should be sustainable and be designed to have regard to the predicted effects of climate change including reducing carbon dioxide (CO<sub>2</sub>) emissions and adapting to climatic conditions. The following principles will be used to guide future development:

MM015

1. Consider the guidance as laid out within **Building for Life 12 the National Design Guide, the National Model Design Code** and any subsequent document, in order to ensure development is sustainable and appropriate to the location.
2. The BREEAM ‘Very Good’ standard will be encouraged as a minimum standard for new non-residential development, and while there are no nationally described standards for residential development, the Council will be supportive of schemes that seek to utilise standards such as the BRE’s Home Quality Mark. The development of bespoke standards for new housing and non-residential development would also be supported.

MM015

3. Reductions in CO<sub>2</sub> emissions will be sought through the incorporation of **energy efficient building design solutions as a first priority, and secondly through energy supply from decentralised renewable and low carbon sources well-designed places and buildings by reducing the need for energy in line with the energy hierarchy set out in the National Design Guide.**
4. Development proposals should maximise, where appropriate, the use of available local opportunities for district heating, particularly in association with the key urban regeneration areas and Energy Priority Zones.
5. Proposals for decentralised renewable and low carbon energy schemes will be supported provided that they do not result in unacceptable harm to the local environment which cannot be successfully mitigated.
6. Proposals in appropriate locations for large scale grid-connected renewable energy infrastructure and equipment, including, but not limited to wind, solar photovoltaics, and Combined Heating and Power schemes will be supported.

#### Justification

7.116. New development will be encouraged to incorporate current best practice in sustainable design and construction. In achieving this, development proposals must offer an integrated approach

<sup>61</sup> HM Gov (2008) Climate Change Act

<sup>62</sup> HM Gov (2009) UK Renewable Energy Strategy

	to sustainable development incorporating climate change resilience and carbon management measures.
	7.117. The Building Research Establishment Environment Assessment Method (BREEAM) is the most widely accepted rating system for assessing the environmental performance and sustainability of non-residential buildings <sup>63</sup> . BREEAM standards set individual 'sustainability ratings' covering performance across a number of sustainable design and construction principles. Although there are variations across the standards, categories include energy, water, materials, pollution, ecology, health and well-being and management. To ensure Halton achieves high standards of sustainability, development is encouraged to meet the appropriate BREEAM standard where it is viable and feasible to do so.
	7.118. Building Regulations refer to the conservation of fuel and exist to guarantee the eco-efficiency of properties. Part L revolves around energy conservation and can be used as a means of defining a property. Part L includes initiatives not only concerning how properties are built, but also ensuring that they are built to last. With a commitment to sustainable materials, as well as the efficiency of heating and electrical systems.
MM015	7.119. To support the new Building Regulations and to ensure the planning system contributes to reducing carbon emissions, development is <b>expected encouraged</b> to show how improvements to CO <sub>2</sub> emission savings can be made over the contemporary Building Regulations (Part L) baseline <sup>64</sup> with a focus on reducing the demand for energy as a first priority and then utilising renewable and low carbon energy. <b><del>Where minimum standards cannot be exceeded, developers should provide evidence that all options have been investigated and that further CO<sub>2</sub> emissions savings are not feasible and / or viable.</del></b>
	7.120. Building a comprehensive spatial understanding of the opportunities for renewable and low carbon energy is fundamental to delivering carbon reduction targets and increasing the proportion of decentralised energy. To provide the evidence base for such an approach the Liverpool City Region Renewable Energy Capacity Study <sup>65</sup> (Renewable Energy Study) was commissioned by the Liverpool City Region authorities (including West Lancashire and Warrington). Indicative renewable and low carbon energy generation targets have been derived through the Renewable Energy Study. These indicate the contributions that might be made by the technologies under principal consideration in the study, which are biomass Combined Heat and Power (CHP) and on-shore wind. The targets were produced as a result of analysis based on constraints mapping, resource availability and in the case of biomass CHP, taking into account the likely energy requirements of the Borough in line with the projected housing and employment land targets. The energy generation targets show the potential of the Borough in delivering biomass CHP.
	7.121. As part of the Renewable Energy Study, Energy Priority Zones across the Sub-Region were identified for the delivery of renewable and low carbon energy. For Halton this indicated prospective areas for district heating networks (utilising biomass CHP) based on the available data, the critical mass of heat demand and development growth. This primarily identified Daresbury and Runcorn Waterfront as Energy Priority Zones but also considered Widnes Waterfront and 3MG as having potential for district heating networks. These Energy Priority Zones will be important in the achievement of the energy generation indicative targets for Halton <sup>66</sup> . As a result the Council will support the development of Energy Priority Zones for district heating and encourage future proposals to connect to such networks.
	7.122. Although the Renewable Energy Study did not identify significant scope for other large scale renewable energy developments in Halton, future potential may exist, particularly for onshore wind and for utilising building integrated technologies, as technology advances and economies of scale deliver cost reductions. Such developments will be supported in appropriate locations subject to environmental mitigation. Sub-regional developments which contribute to the

<sup>63</sup> If the CSH or BREEAM are superseded by other national standards over the plan period then developments should comply with the most up to date national guidance.

<sup>64</sup> Including and future revisions to Part L: CLG (2010) Circular 06/2010: New Approved Documents for F, J and L and Guidance Documents

<sup>65</sup> ARUP (2010) Liverpool City Region Renewable Energy Capacity Study

<sup>66</sup> As detailed in the Liverpool City Region Renewable Energy Capacity Study (Arup, 2010)

production of renewable energy will also be supported by the Council, subject to the management and mitigation of any identified environmental impacts.

<b>POLICY CONTEXT:</b>	
National Policy	NPPF (Principally paras 148-154) Climate Change Act (HM Gov, 2008); UK Renewable Energy Strategy (HM Gov, 2009); Circular 06/2010: New Approved Documents for F, J and L and Guidance Documents (CLG, 2010) CS19 broadly conforms to the NPPD (Para 148-154) through increasing the use and supply of renewable and low carbon energy. CS19 however is prescriptive in relation to targets which are no longer applicable such as Code for Sustainable Homes and BREEAM.
Local Evidence	<ul style="list-style-type: none"> <li>Liverpool City Region Renewable Energy Capacity Study (ARUP, 2010);</li> <li>Whole Plan Viability Study (HDH Planning, 2019)</li> </ul>

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
	Y						Y	Y	Y				

Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and	Population and Human Health	Social Inclusiveness	Local Economy and	Housing	Transportation
	0	0	+	+	++	0	0	0	0	0	0

## CS(R)20: Natural And Historic Environment

7.123. Halton’s natural and historic environments provide the Borough with a range of biological, geological and heritage assets which are not only of environmental value but provide a social and economic resource and ultimately contribute to the character of the Borough’s landscapes. These assets should therefore be conserved and where possible enhanced for current and future generations and to ensure a strong sense of place and improve local distinctiveness.

### **Policy CS(R)20: Natural and Historic Environment**

Halton’s natural and heritage assets, and landscape character will contribute to the Borough’s sense of place and local distinctiveness in accordance with the following:

- I. A hierarchical approach will be given to the protection, nature conservation and enhancement of biodiversity and geodiversity including:
  - a) Sites of international importance including the Mersey Estuary Special Protection Area (SPA) and ‘Ramsar’ site;
  - b) Sites of national importance including Sites of Special Scientific Interest (SSSI) namely; The Mersey Estuary, Flood Brook Clough and Red Brow Cutting; and,

MM016	<p>c) Sites of local importance including Local Nature Reserves (LNRs), Local Geological Sites, Local Wildlife Sites, Ancient Woodland, and habitats and species identified in Halton's Biodiversity Action Plan (BAP).</p> <p>d) <u>All major development proposals should avoid and/or mitigate negative impacts on European habitat sites within and beyond the Halton's boundary such that a conclusion of "No Adverse Effects" on integrity can be drawn.</u></p> <p>e) <u>Development requiring Appropriate Assessment will only be allowed where as a last resort, Appropriate Assessment proves that there are no alternatives and that the development is of overriding public interest and appropriate compensatory measures are provided.</u></p> <p>2. Opportunities to enhance the value of Halton's natural assets should be taken including restoring or adding to natural habitats and other landscape features, and the creation of habitats where appropriate.</p>
MM016	<p>3. <del>The Borough's heritage assets, including Listed Buildings, Conservation Areas, Areas of Archaeological interest, Scheduled Monuments and other buildings and structures of local architectural or historical interest will be conserved and enhanced for wider enjoyment. Special regard will be had to heritage assets and their setting.</del> <u>The Borough's historic environment, heritage assets and their setting will be conserved and enhanced and opportunities to enhance them or increase understanding through interpretation and investigation will be encouraged, especially those assets at risk.</u></p>
MM016	<p>4. The <del>strength of</del> landscape character and condition as informed through the Halton Landscape Character Assessment will be <del>conserved and enhanced</del> <u>promoted and sustained.</u></p> <p>5. The management of natural and heritage assets, and landscape character through the development and implementation of Management Plans, Action Plans and area appraisals will be encouraged.</p>
MM016	<p>6. <del>Replacement or compensatory measures will be employed where appropriate to ensure that there is no net loss of natural or heritage assets or landscape character as a result of development.</del> <u>Replacement or compensatory measures will be required where appropriate, to ensure that there is no net loss of functionally linked supporting habitat to the Mersey Estuary SPA.</u></p>
<b>Justification</b>	
	<p>7.124. Halton contains a wealth of natural assets which are protected as international, national and locally important sites. Statutory protected sites are afforded the highest level of protection with a high priority also given to those that are locally significant and which provide an important source of environmental, social and economic benefit for the Borough.</p>
	<p>7.125. The Mersey Estuary is an internationally important resource for over-wintering birds and as such is afforded the highest levels of protection through its designation as a Special Protection Area (SPA) under the European Convention Wild Birds Directive and a Wetland of International Importance under the Ramsar Convention. Development schemes will not be supported that will lead to adverse effects on such internationally important wildlife sites, either alone or in combination with other projects or plans.</p>
MM016	<p><u>[New] Recreational impacts should be managed for SPA's through access and habitat management and prioritising other assets demonstrating recreational potential that are identified in the Borough's green infrastructure network (Policy CS(R)21) HE1 and HE4 and the DALP's HRA (August 2021). This will allow for the balancing and</u></p>

	<a href="#"><u>managing of recreational usage in a way that does not adversely impact conservation interest, this is particularly relevant for internationally important sites (the Mersey Estuary SPA, Dee Estuary SAC, Dee Estuary SPA and Dee Estuary Ramsar site, Liverpool Bay SPA and Ramsar site and Mersey Narrows &amp; North Wirral Foreshore SPA and Ramsar site) and specifically the Mersey Estuary SPA and Ramsar site.</u></a>				
7.126.	Halton has three Sites of Special Scientific Interest (SSSI): Flood Brook Clough SSSI, Mersey Estuary SSSI and Red Brow Cutting SSSI, all of which are recognised as of national importance due to their biodiversity and geodiversity features. Locally significant sites including Local Wildlife Sites and Local Nature Reserves (LNRs) which support a range of habitats and species, three Local Geological Sites, 154ha of woodland and numerous priority habitats and species identified within the Halton Biodiversity Action Plan (BAP) <sup>67</sup> .				
7.127.	In addition to the conservation of biodiversity, it is also important to explore opportunities for enhancement, including restoring or adding to networks of natural habitats and other landscape features. This is essential for the mitigation, dispersal and genetic exchange of species, contributing to the Borough's green infrastructure network (Policy CS21).				
7.128.	Heritage assets are defined as buildings, monuments, sites, places, areas or landscapes identified as having a significant meriting consideration in planning because of its heritage asset <sup>68</sup> . It is important to conserve and enhance these assets as they contribute to Halton's sense of identity.				
7.129.	Halton has 129 Listed Buildings, 2 of which are Grade I listed, 17 are Grade II* and the remaining 110 are Grade II listed. There are also seven Scheduled Monuments including Duck Decoy, Halton Castle and Lovel's Hall. Of these designations, Daresbury Hall, a Grade II* Listed Building, the Church of St Mary (Grade II*), Church of the Holy Trinity (Grade II), Church of St Marys (Grade II), and the Duck decoy pond, are considered to be 'at risk' <sup>69</sup> and require necessary maintenance. Conservation Areas, of which there are ten in Halton, are areas of special architectural or historic interest designated by the Council. Within a Conservation Area there is a statutory duty to pay 'special attention' to the desirability of preserving and enhancing its character or appearance.				
7.130.	Not all locally important features of local historic or architectural interest are listed or part of a Conservation Area. However, they can still provide a valuable contribution to the local historic environment and can make an important contribution to creating a sense of place and local identity. This could include buildings and other structures and features, archaeological remains, historic open spaces and the wider historic landscape or townscape.				
7.131.	One of the overarching aims of the policy is to conserve and enhance the historic environment for the enjoyment of the assets and retaining the local character and distinctiveness of Halton. To achieve this, areas of significant landscape character have been identified by Halton's Landscape Character Assessment <sup>70</sup> . The study identifies distinctive special features and characteristics of the Borough's landscape and has divided the Borough into broad landscape character types and more detailed landscape character areas. The Landscape Character Assessment provides guidance on the strength and condition of the landscape within each of the nine distinct landscape character areas and makes recommendations on the conservation, enhancement, restoration or creation of landscape character through a series of landscape strategies and guidelines which are based upon the landscape's capacity to accommodate change. New developments will be expected to have particular regard to these landscape character strategies and guidelines including future updates to the Borough's Landscape Character Assessment.				
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<sup>67</sup> HBC (2003) Halton Biodiversity Action Plan<sup>68</sup> MHCLG (2021) National Planning Policy Framework<sup>69</sup> Historic England (2018) Buildings at Risk Register<sup>70</sup> TEP (2009) Halton Landscape Character Assessment

		environment should also contribute to and enhance the natural and local environment (Para 170) which is required in both the NPPF and CS20..											
Local Evidence		<ul style="list-style-type: none"> <li>TEP (2009) Halton Landscape Character Assessment; Halton Biodiversity Action Plan (HBC, 2003);</li> <li>State of the Borough in Halton (HBC, 2011)</li> <li>Halton Non-breeding Bird Survey (2018-19)</li> </ul>											
Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
	Y									Y			
Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation		
	+	+	+	0	0	+	0	0	0	0	0		

## CS(R)21: Green Infrastructure

7.132.	Green infrastructure is the network of multifunctional green space in both urban and rural areas, which are capable of delivering a wide range of environmental and quality of life benefits for the local community. Amongst its many benefits, green infrastructure can improve sustainability, health and well-being, support and enhance biodiversity, contribute to climate change adaptation, improve environmental quality and provide recreational and sporting opportunities.
<p><b>Policy CS(R)21: Green Infrastructure</b></p> <p>Halton's green infrastructure network will be protected, enhanced and expanded, where appropriate. Halton Borough Council working alongside other partners and agencies responsible for the delivery and maintenance of green infrastructure will achieve this through:</p> <ol style="list-style-type: none"> <li>Ensuring that new development maximises opportunities to make provision for high quality and multifunctional green infrastructure taking account of deficiencies and the standards for green space provision.</li> <li>Resisting the loss of green infrastructure where there are identified deficiencies in provision.</li> <li>Protecting, enhancing and where possible creating linkages and connections between natural habitats and other landscape features which contribute towards a network of greenspaces and corridors of value for biodiversity, recreation and the amenity needs of the community.</li> <li>Improving accessibility, where appropriate, to the green infrastructure network particularly where this encourages walking and cycling.</li> <li>Maximising the contribution of Halton's green infrastructure to broader sustainability objectives including health, climate change adaptation, and maintaining and improving biodiversity.</li> </ol>	

	<p>6. Sustaining the protection afforded to internationally important sites for biodiversity by managing recreational impacts and encouraging the use of the wider green infrastructure network which is less sensitive to recreational pressure.</p> <p>7. Using developer contributions to facilitate improvements to the quality, connectivity and multi-functionality of the Borough's green infrastructure network.</p> <p>8. Supporting the delivery of programmes and strategies to protect, enhance and expand green infrastructure across the Borough including local and sub-regional strategies and Regional Park initiatives.</p>
	<p><b>Justification</b></p>
	<p>7.133. For the purposes of Halton's Local Plan, green infrastructure is defined as:</p>
	<ul style="list-style-type: none"> <li>• Parks and Gardens – including parks and regional parks</li> </ul>
	<ul style="list-style-type: none"> <li>• Amenity Green Space – including informal recreation spaces, greenspaces in and around housing</li> </ul>
	<ul style="list-style-type: none"> <li>• Outdoor Sports Facilities – including formal playing fields, golf courses and other outdoor sports areas</li> </ul>
	<ul style="list-style-type: none"> <li>• Natural and Semi-Natural Greenspaces – including woodlands, scrub, grassland, heath or moor, wetlands, open and running water and bare rock habitats</li> </ul>
	<ul style="list-style-type: none"> <li>• Green Corridors – including rivers and canal banks, road and rail corridors, cycling routes, pedestrian paths, and rights of way</li> </ul>
	<ul style="list-style-type: none"> <li>• Other – including agricultural land, allotments, community gardens, cemeteries and churchyards</li> </ul>
	<p>7.134. Green infrastructure, as defined, is present across Halton from the strategic urban greenspace areas of Town Park and Victoria Park, the waterways and canals including the Sankey and Bridgewater canals, to areas of nature conservation interest, play areas, parks and golf courses. However, it is their 'multifunctionality' which is central to the green infrastructure concept and approach. This is the potential for green infrastructure to have a range of functions and to deliver a broad range of benefits<sup>71</sup>. Multifunctionality can apply to individual sites and routes, but it is when the sites and links are taken together that a fully multifunctional green infrastructure network is achieved.</p>
	<p>7.135. The Borough's green infrastructure network contributes significantly to the quality of life for Halton's residents, workers and visitors, through providing opportunities for sport and recreation and contributing to healthy living and well-being. Green infrastructure creates a sense of place, allowing for greater appreciation of valuable landscapes and biodiversity and heritage assets. It also plays an important role in sustainable design, makes a positive impact to adapting to the potential risks of climate change including flood risk, and provides opportunities for sustainable transport. In addition, green infrastructure contributes significantly to the conservation and enhancement of biodiversity, by creating an ecological network allowing for the movement of wildlife along corridors and facilitating the colonisation of new areas.</p>
	<p>7.136. Clear priorities for the protection, enhancement and, where appropriate, the expansion of green infrastructure will be set out in the Delivery and Allocations Local Plan and through master planning for strategic sites. This could include the potential designation of land by communities as 'Local Green Space' in accordance with the National Planning Policy Framework where a green area can be demonstrated to be special to a local community. Future studies, including a strategy for green infrastructure, will assist in this approach identifying the current network, areas of deficiency and surplus, and opportunities for enhancement and, where possible, expansion. This may include progressing opportunities for connecting green infrastructure assets as identified by the Liverpool City Region Ecological Framework<sup>72</sup>.</p>

<sup>71</sup> Natural England (2009) Green Infrastructure Guidance

<sup>72</sup> MEAS (2011) Liverpool City Region Ecological Framework

	7.137.	A review of open space, sport and recreation facilities was undertaken for the Borough in accordance with the advice previously set out in Planning Policy Guidance (PPG): 17. Halton's Open Space Study <sup>73</sup> considered the quantity, quality, accessibility and adaptability of provision and the local needs of the population. The study concludes that Halton has predominantly good quality and accessible open spaces although there are specific areas of priority. The study report sets out local standards of provision (Table 10) which should be taken into consideration by future development. These standards will be updated through a strategy for green infrastructure following the changing approach from open space to the wider green infrastructure network and as such will necessitate an update to the evidence base. .																
	<b>Table 10: Halton Borough Council Standards of Provision for Greenspace/ Green Infrastructure<sup>74</sup></b>																	
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	7.138.	Although the recreational potential of the Borough's and the wider sub-region's green infrastructure network is an important aspect of its multifunctionality it is also necessary to balance this against potential detrimental effects on sensitive sites. As identified in the Habitats Regulations Assessment <sup>75</sup> this is particularly relevant for European sites, specifically the Mersey Estuary Special Protection Area (SPA) and Ramsar site. Recreational impacts should be managed for these sites through access and habitat management and through prioritising other assets within the Borough's green infrastructure network for their recreational potential.																
<b>AM013</b>	7.139.	It is recognised that Halton's green infrastructure network cannot be delivered in isolation from other partners and agencies and neighbouring Local Authorities. As such the evolution of localised and cross boundary frameworks and studies over the <del>Core Strategy</del> <a href="#">Delivery and Allocations Local Plan</a> period are supported where these contribute to the aims of protecting, enhancing and expanding the Borough's green infrastructure network. This includes site specific masterplans and studies, and sub-regional green infrastructure and ecological frameworks. Programmes of delivery and initiatives concerning Regional Parks and assets that are relevant to the Borough will also be supported.																
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<sup>73</sup> HBC (2019-2021) Open Space Update

<sup>74</sup> HBC (2019-2021) Open Space Update

<sup>75</sup> Scott Wilson (2011) Halton Core Strategy Habitats Regulation Assessment – Appropriate Assessment

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
							Y	Y		Y	Y		

Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and	Population and Human Health	Social Inclusiveness	Local Economy and Housing	Transportation
	+	+	0	0/+	0	0	0/+	0/+	0/+	0

## CS(R)22: Health And Well-Being

	7.140.	Ensuring the Borough's communities have good health and well-being is a major priority for Halton. Statistics show that health standards in Halton are amongst the worst in the country and highlight that this is an aspect of life in the Borough in need of urgent improvement. It is essential that policies are put in place that tackle the underlying causes of health problems in the Borough, and facilitate the provision of healthy lifestyles and healthy environments for all.
<b>MM018</b>		<p><b>Policy CS(R)22: Health and Well-Being</b></p> <p>Healthy environments will be supported and healthy lifestyles encouraged across the Borough by ensuring:</p> <ol style="list-style-type: none"> <li>proposals for new and relocated health and community services and facilities are located in accessible locations with adequate access by walking, cycling and public transport;</li> <li>applications for large scale major developments are supported by a Health Impact Assessment to enhance potential positive impacts of development and mitigate against any negative impacts</li> <li>the proliferation of Hot Food Take-Away outlets <b>(Use Class A5)</b> is managed; and,</li> <li>opportunities to widen the Borough's cultural, sport, recreation and leisure offer are supported.</li> </ol>
		<b>Justification</b>
	7.141.	When compared with other areas in England, Halton is within the worst 10% of areas for life expectancy <sup>76</sup> and ranks 27th out of 326 Local Authorities (1 = most deprived) in terms of health deprivation <sup>77</sup> . As referred to in Halton's Story of Place, the Lancaster University Health Study <sup>78</sup> showed that the Borough's health issues are connected to poor lifestyles and levels of deprivation. Some particularly prevalent health problems include obesity and diabetes,

<sup>76</sup> ONS (2011-2013) Life Expectancy at Birth

<sup>77</sup> CLG (2015) The English Indices of Deprivation

<sup>78</sup> Lancaster University (2003) Understanding Factors Affecting Health in Halton

	respiratory disease, cardiovascular disease, cancers, alcohol abuse, depression and mental illness, and smoking related diseases.				
7.142.	Current studies have shown that improving health and well-being is a cross-cutting issue and cannot be achieved in isolation. In accordance with the Borough's partners and applicable strategies, including the Halton Joint Strategic Needs Assessment <sup>79</sup> , and the "One Halton Health and Wellbeing Strategy" <sup>80</sup> , many of the policies in the Core Strategy promote healthy environments and lifestyles by, for example, promoting travel by walking and cycling, protecting the Borough's open spaces and improving air quality through reducing congestion. However, in order to address the significant problem of health and well-being in Halton, it is necessary to support further measures which will help to facilitate healthy lifestyles and environments, and alleviate health problems.				
7.143.	It is imperative to ensure that there is sufficient access for Halton's communities to a whole range of health and community services and facilities, especially when considering that the Borough's population is ageing, potentially putting even greater demands on these services and facilities. Such services and facilities can contribute to community cohesion and identity, and can present opportunities for residents to pursue healthy and fulfilling lifestyles. As such proposals for new and the relocation of health and community services and facilities should ensure that they are sited in the most accessible locations and support access by a range of sustainable transport modes.				
7.144.	It is considered that some development, particularly large schemes, may have negative impacts on health. To ensure that development will not create or exacerbate health problems and equally to take advantage of opportunities to improve health and well-being in the Borough, the production of Health Impact Assessments to identify and address potential health impacts for large scale major developments <sup>81</sup> will be required.				
MM018	7.145. In addition to these interventions there is a need to manage the concentration and clustering of hot food takeaway shops across the Borough which can have potential adverse impacts on community health and on the viability of the Borough's town, district and local centres (CS(R)5: A Network of Centres). The prevalence of uses such as these can influence eating habits and has been linked to the risk of obesity <sup>82</sup> . In Halton, 37.5% of Year 6 pupils were classed as overweight or obese in 2016/2017, this is higher than the England average (33.9%) <sup>83</sup> . A Hot Food Takeaway SPD—has been developed to set out specific criteria for the assessment of proposals for new hot food takeaways ( <b>Use Class A5</b> ) to ensure that possible adverse effects caused by an over-abundance of hot food takeaways are minimised.				
	7.146. Culture, sport, recreation and leisure can also significantly contribute to health and well-being and as such should be supported. The Borough has many positive attributes including a multifunctional green infrastructure network, extensive pedestrian and cycle routes, facilities for culture and the arts, including the Brindley Arts Centre, and a number of waterfront environments afforded by the Mersey Estuary and the Borough's waterways which present opportunities for leisure and recreation. In accordance with other policies in the Core Strategy and to sustain positive lifestyle choices, opportunities to improve and extend this offer should be taken.				
	<table border="1"> <tr> <th colspan="2">POLICY CONTEXT:</th> </tr> <tr> <td>National Policy</td> <td>NPPF (Principally paras 96-101, 126, 127, 149, 150, 170 and 174-181) CS21 conforms to NPPF (Para 96-101) providing access to a network of high quality open spaces, determining what provision is required and resisting the</td> </tr> </table>	POLICY CONTEXT:		National Policy	NPPF (Principally paras 96-101, 126, 127, 149, 150, 170 and 174-181) CS21 conforms to NPPF (Para 96-101) providing access to a network of high quality open spaces, determining what provision is required and resisting the
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<sup>79</sup> Public Health Evidence and Intelligence Halton and St Helens NHS (2017) Halton Joint Strategic Needs Assessment

<sup>80</sup> One Halton Health and Wellbeing Strategy (2017-2022)

<sup>81</sup> HBC (2014) HIA: Local Guidance for developers and their agents wanting to conduct and their agents wanting to conduct a health impact assessment

A large scale major residential development is one where the number of residential units to be constructed is 200 or more, or where the number of residential units proposed to be constructed is not given in the application, a site area of 4 hectares or more. Non-residential of 10,000sqm or more or where the floorspace is not known a site area of 2ha or more.

<sup>82</sup> Government Office for Science (2010) Tackling Obesity: Future Choices – Project Report 2<sup>nd</sup> Edition

<sup>83</sup> HBC (2014) HIA: Local Guidance for developers and their agents wanting to conduct and their agents wanting to conduct a health impact assessment (National Child Measurement Programme)

AM014		loss of facilities. CS21 protects and enhances valued landscapes (Para 170) along with protecting and enhancing biodiversity and geodiversity (174-181).												
	Local Evidence	<ul style="list-style-type: none"> <li>Halton Borough Council Open Space Study (HBC and PMP, 2004 and as updated 2006,2021);</li> <li>Liverpool City Region Ecological Framework (MEAS, 2011)</li> </ul>												
Strategic Objectives		SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
		Y										Y		
Sustainability Appraisal		Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation		
		0	0	0	0/+	0	0	0/+	0/+	0/+	0	0/+		

## CS23: Managing Pollution and Risk

<p><b>NOT PART OF THE CURRENT CONSULTATION</b></p> <p>Policy CS23 will appear here in the final Local Plan.</p> <p>This policy is in the adopted Core Strategy Local Plan (2013), is not proposed to be amended at this time and does not form part of the current consultation.</p>	
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## CS24: Waste

<p><b>NOT PART OF THE CURRENT CONSULTATION</b></p> <p>Policy CS24 will appear here in the final Local Plan,</p> <p>This policy is in the adopted Core Strategy Local Plan (2013, it is not proposed to be amended at this time and does not form part of the current consultation.</p>	
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## CS(R)25: Minerals

7.147. Minerals such as crushed rock aggregates, sand, gravel and clay are the essential raw materials that underpin development of the built environment. Halton Borough Council as a Minerals Planning Authority has the responsibility to plan for a steady and adequate supply of aggregate minerals to ensure primary resources are maintained for future generations, minimise potential environmental impacts of such developments and to support economic growth.

### Policy CS(R)25: Minerals

To minimise the need for minerals extraction, the use of recycled and secondary aggregates across the Borough will be encouraged.

Although there are limited mineral resources in the Borough, Minerals Safeguarding Areas and **Minerals Areas of Search for** sand and gravel resources will be identified and protected to prevent their sterilisation. The policies map identifies areas of minerals resources and policies HE10 identifies Mineral Safeguarding areas (MSA) and **Mineral Areas of Search (MAS)** policy HE11 sets out the criteria for their **exploration and** potential extraction.

#### Oil and Gas

Whilst the policies map does not identify and areas for onshore Oil and Gas, proposals for such developments will only be supported where:

#### Exploration stage

- i. The proposal is sited in the least sensitive location from which the target formation can be accessed;
- ii. The proposal is either directly accessible from, or located in close proximity to the primary route network;
- iii. The proposal is sited, designed and operated to minimise environmental amenity impacts;
- iv. The cumulative impacts of the proposal, considered in combination with any other plan, project or programme are acceptable;
- v. It can be demonstrated that ~~there will be no adverse impact on the integrity or the geological structure~~ **the proposal will not lead to unacceptable adverse impacts on the integrity or geological structure;**
- vi. It can be demonstrated that greenhouse gases associated with fugitive emissions from the proposal will not lead to unacceptable adverse environmental impacts;
- vii. Operations are for an agreed, temporary length of time;
- viii. The well site and associated infrastructure are restored at the earliest practical opportunity.

#### Appraisal Stage

- i. An indicative framework of the resource is submitted to the Council (the Minerals Authority) setting out the extent of the reservoir and the extent of the area of search with the reservoir, informed by the earlier exploration work.
- ii. Where any gas is collected it is utilised rather than flared.

#### Production stage

MM019

MM019

	<p>A framework for the full development of the resource is submitted to the Council (Minerals Authority) detailing the number and location of well sites and associated infrastructure, justifying them in number, extent and location.</p> <p>The Council (Minerals Authority) will also require a community benefit package.</p>
	<b>Justification</b>
	<p>7.148. The National Planning Policy Framework (NPPF) requires Minerals Planning Authorities to plan for minerals within their administrative boundaries. A requirement of the NPPF is to define Minerals Safeguarding Areas and also to develop policies for locations where minerals resources of national or local importance are known to exist so that these resources are not sterilised by other forms of development.</p>
	<p>7.149. Minerals are a finite resource and can only be worked where they exist. This means that possible extraction sites are limited. There are currently no operational mineral sites in the Borough and there is limited evidence of previous activity. Information held by the Coal Authority additionally indicates that there are no surface coal reserves in the Borough<sup>84</sup>. The Urban Vision Study on Mineral Planning in Merseyside<sup>85</sup> has shown that Halton does not contain a significant amount of high quality minerals. However, the study does identify four potential sites of sand and gravel mineral resources which should be protected to prevent their sterilisation. The Policies Map identifies Minerals Safeguarding Areas and Minerals Areas of Search in accordance with the Urban Vision study and other appropriate studies, and set out the detailed criteria to be met by proposals for minerals extraction.</p>
	<p>7.150. For the reasons stated above, Halton and the wider Liverpool City Region are highly reliant on imports of high quality aggregate for use in the construction industry. It is therefore vital to reduce reliance on land-won minerals extraction by encouraging an increase in the amount of recycled and secondary aggregates used in new construction. The incorporation of resource efficient design and construction techniques will also be vital in minimising the need for minerals extraction and should be pursued in accordance with CS(R)19: Sustainable Development and Climate Change.</p>
<b>MM019</b>	<p>7.151. Should the supply of aggregate minerals from the Borough become of economic importance and become necessary to contribute towards meeting the regional apportionment of aggregates provision<sup>86</sup>, mineral extraction may become necessary. Proposals for minerals extraction will be required to ensure that environmental, social and economic issues and impacts are fully considered and where adverse effects are identified, these are effectively managed and mitigated. <u><a href="#">Due to the nature of the winning and working of onshore oil and gas, directional drilling provides opportunities to locate development to least sensitive locations which are locations away from sensitive receptors</a></u><sup>87</sup></p>
	<p>7.152. As stated earlier in the justification the Government expects Mineral Planning Authorities to give great weight to the benefits of mineral extraction, including shale gas. However it is recognised that there are conflicts with developing onshore gas and oil resources with regards to environmental protection and amenity.</p>
	<p>7.153. Due to the nature of the winning and working of onshore oil and gas, directional drilling provides opportunities to located development away from sensitive receptors. If applicant wish to adopt this approach to mineral extraction they will be expected to carry out a site selection exercise and support their proposals with information that described the process and justifies the proposal over other sites. Site selection should consider accessibility to the primary route network and the proximity to sensitive receptors.<sup>88</sup></p>

<sup>84</sup> The Coal Authority (2011) Surface Mining Coal Resource Areas  
[www.coal.decc.gov.uk/assets/coal/whatwedo/Halton\(B\)\\_CoalResources\\_A1\\_150dpi.pdf](http://www.coal.decc.gov.uk/assets/coal/whatwedo/Halton(B)_CoalResources_A1_150dpi.pdf)

<sup>85</sup> Urban Vision (2008) Mineral Planning in Merseyside

<sup>86</sup> CLG (2009) The National and Regional Guidelines for Aggregates Provision in England 2005-2020

<sup>87</sup> [Sensitive receptors include: residential areas, designated wildlife sites, proximity to protected landscapes, and the proximity to water and gas distribution network.](#)

<sup>88</sup> [Sensitive receptors include: residential areas, designated wildlife sites, proximity to protected landscapes, and the proximity to water and gas distribution network.](#)

	7.154.	Hydraulic fracturing is used to describe the operations which aim to improve hydrocarbon flow rates in low permeability oil/gas reservoirs by increasing the natural fracturing in the rocks, or by creating artificial fractures. Operations vary in choice and volume of fluid injected, pressures and rates, depending on specific reservoir attributes. Such forms of mineral extraction that requires artificial fractures are associated with significant numbers of HGVs to being in the fluid for injection and to remove the returned water (waste water arising from the well stimulation).
	7.155.	Applicants will be required to demonstrate that arrangements can be made for the on-site management of the returned water and other wastes arising from the drilling and well stimulation process. Proposals are likely to require an Environmental Impact Assessment (EIA); applicants should work on the presumption that this is a necessary element of a planning application for such as use <sup>89</sup> . The applicant is encouraged to request a scoping opinion form the Council (Minerals Planning Authority to determine the level of detail required).
	<b>Phases of development</b>	
	7.156.	The NPPF requires that there is a clear distinction between the three phases of development (exploration, appraisal and production) when considering issues arising from onshore oil and gas development.
	<b>Exploration</b>	
	7.157.	Exploratory work is normally carried out to assess the location and extent of the deposit, such as drilling wells for oil and gas exploration. If the resource is shale gas or coal bed methane this may include stimulating the gas flow through hydraulic fracturing or dewatering, therefore this phase may include some of the mentioned workings.
	7.158.	Applications for planning permission will be assessed against the effects of the exploration activity rather than merits of commercial exploitation. Applicants should indicate what knowledge has been gained from seismic investigations in selecting the well site.
	7.159.	NPPG <sup>90</sup> states that there is a pressing need to establish, through exploratory drilling whether or not there are sufficient recoverable quantities of unconventional hydrocarbons such as shale gas and coalbed methane present to facilitate economically viable full scale production.
	<b>Appraisal</b>	
	7.160.	As it is difficult to evaluate the various options available in assessing the viability and potential environmental effects of commercial exploration, should hydrocarbons be found the deposits will need to be defined through further testing and appraisal. The appraisal phase can include the carrying out of further exploratory work around an existing exploration well and will involve flow testing, over a period of 2 years or longer. If any resources prove to be unconventional such as shale gas or coal bed methane the gas flow will need to be stimulated through hydraulic fracturing or dewatering. Any such developments need to consider the impacts on land stability, however the controls of which are out of the hands of planning and sit within the DECC. Details of seismic monitoring and risk assessment is required to be undertaken to assess any land use planning implications.
	7.161.	During the appraisal stage sufficient volumes of captured gas should be distributed to the grid rather than flaring.
	7.162.	The cumulative visual effect of wells or the intensification of development in the local area will be a key consideration, as will the movement of vehicles. Directional drilling can minimise the visual impact and movements on the highway network. When additional sites are required directional drilling is the preferred method of exploration.
	<b>Production</b>	
	7.163.	Commercial development of a deposit should be presented in an overall scheme to ensure that it is exploited efficiently and in an environmentally satisfactory way. This includes

<sup>89</sup> Town and Country Planning (Environmental Impact Assessment) Regulations 2017

<sup>90</sup> MHCLG (July 2013) Planning practice guidance for onshore oil and gas

	demonstrating that extraction, transportation and reclamation can be undertaken and the potential risk from hazards can be kept to acceptable levels.																												
7.164.	Applicants will be required to justify the number of proposed wells using the evidence and data obtained from the exploration and appraisal stages, demonstrating that the proposed sites are the most suitable. Screening, landscaping and design should be utilised where appropriate and where possible proposals should be located on brownfield or industrial sites. Applicants will also need to consider land stability, with monitoring and risk assessments to be undertaken to assess any land use planning implications.																												
7.165.	Onshore oil and gas operations are subject to a licensing system by the Department for Energy and Climate Change (DECC). Petroleum Exploration and Development Licences (PEDL) are issued by DECC through licensing rounds; these licences grant exclusive rights to the licence over any oil or gas in the licence area. This is separate from the planning and pollution control regimes, and the licensee must still apply to the Minerals Planning Authority and the Environment Agency for the necessary planning permission and pollution control permits.																												
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	0/+	0/+	0/+	0/+	0	0/+	0	0	0	0	0																		

## CS(N)26: Unallocated Land in Urban Areas

7.166.	There are a number of sites across the urban area that are in active, sometimes highly specialised, use that are not expected to come forward for redevelopment during the plan period. These areas are not covered by any site specific policies and any proposals for development associated with the existing use or for change of use will be considered on their merits.

**Policy CS(N)26: Unallocated Land in Urban Areas**

On land not coloured on the policies map which is currently in urban use, it is assumed that present uses will continue as this land is not subject to any site specific policies which propose a change of use. Any proposals for changes of use will be judged in accordance with the relevant policies of the Plan.

**Justification**

7.167. Not all land within the Borough is subject to a site specific policy. Most of the land in urban use is either primarily employment, primarily residential or greenspace. In areas where these policies do not apply or are not allocated for new development, then it is assumed that the present use will continue. If changes of use are proposed then they will be assessed against the general policies in the Plan.

POLICY CONTEXT:	
National Policy	
Local Evidence	•

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
	Y												

Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and	Population and Human Health	Social Inclusiveness	Local Economy and Employment	Housing	Transportation
	0	0	0/+	0	0	0/+	0	0	0	0	0

## Part 2: NON-STRATEGIC POLICIES

7.168.	Part 2 of this document sets out the non-strategic policies, set out where different types of development will or will not be acceptable and will provide more detailed policies that will be used in the process of determining planning applications within the Borough.
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## 8. ECONOMIC DEVELOPMENT

### EDI: Employment Allocations

8.1.	The Council is committed to providing a range of employment sites for a variety of business uses. These sites need to be in sustainable locations, provide flexible opportunities, and offer attractive viable sites for business.
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#### Policy EDI: Employment Allocations

I. The following Employment Allocations, as identified on the Policies Map, will be allocated for employment purposes to deliver the employment land requirements set out in Policy CS(R)4.

**Table E2.1: Runcorn and Sci-Tech Daresbury Enterprise Zone**

Ref		Site	Brown / Green	Size (Ha)	Proposed Use Class <sup>91</sup>
Sci-Tech Daresbury					
E4	H1250, H2039	Daresbury Sci Tech	Green	3.97	<del>B1</del> Office, Research and development, and light industry
E5	H1628	Land between rail line, Bridgewater Canal and Keckwick Lane	Brown	1.97	<del>B1</del> Office, Research and development, and light industry
E6	H1629	Land between rail line, Bridgewater Canal and Delph Lane	Green	8.60	<del>B1</del> Office, Research and development, and light industry
E10	H1921	Land between rail line, Bridgewater Canal and Keckwick Lane	Green	1.34	<del>B1</del> Office, Research and development, and light industry
E11	H1919	Land between Delph Lane and Sci Tech Daresbury	Green	2.27	<del>B1</del> Office, Research and development, and light industry
Runcorn					

MM020

<sup>91</sup> Proposed uses relate to Use Classes Order in place at August 2019 [The Town and Country Planning \(Use Classes\) \(Amendment\) \(England\) Regulations 2020](#)

E3	H1332	between Rail line and Expressway off Runcorn Dock Rd	Brown	2.01	<del>B1, B2, B8</del> Office, Research and development, and light industry, General Industrial and Storage and Distribution
E8	H1917	Land adjacent to the Office Village	Green	2.12	<del>B1</del> Office, Research and development, and light industry
E9	H1918	Between Daresbury Park and Bridgewater Canal	Green	4.75	<del>B1</del> Office, Research and development, and light industry
E12	H1934	Land to north of Manor Farm Road	Green	1.11	<del>B1, B2, B8</del> Office, Research and development, and light industry, General Industrial and Storage and Distribution
E13	H1943	Land between Astmoor Road and the busway (West)	Green	1.20	<del>B1, B2, B8</del> Office, Research and development, and light industry, General Industrial and Storage and Distribution
E14	H2350	Land west of Edison Rd and between Astmoor Rd	Green	0.47	<del>B1, B2, B8</del> Office, Research and development, and light industry, General Industrial and Storage and Distribution
E15	H2351	Land east of Edison Rd between Astmoor Road	Green	0.37	<del>B1, B2, B8</del> Office, Research and development, and light industry, General Industrial and Storage and Distribution
E16	H1974	Land to the south of Rivington Road	Brown	1.62	<del>B1, B2, B8</del> Office, Research and development, and light industry, General Industrial and Storage and Distribution
E17	H1910, H1153	Land between Chester Road and the Rail Line	Green	2.55	<del>B1, B2, B8</del> Office, Research and development, and light industry, General Industrial and Storage and Distribution
E18	H1313	Land to the north of Teva Pharmaceuticals	Brown	2.31	<del>B1, B2, B8</del> Office, Research and development, and light industry, General

					<a href="#">Industrial and Storage and Distribution</a>
E19	H2251	Land between Warrington Rd and Oxmoor Wood	Green	2.57	<a href="#">B2, B8 General Industrial and Storage and Distribution</a>
E20	H1932	Land off Blackheath Lane	Green	4.47	<a href="#">B2, B8 General Industrial and Storage and Distribution</a>
E24	H1212, H1979, H1978, H1982	Land north of Six Acre Lane	Green	10.83	<a href="#">B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</a>
E25	H1223, H1980	Moss Lane Nursery	Green	9.26	<a href="#">B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</a>
E28	H2249	Land off Six Acre Lane	Green	5.72	<a href="#">B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</a>
E29	H2250	Land west of Moore Meadows	Green	0.97	<a href="#">B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</a>
E30	H1760	Land at junction I2 M56	Green	1.34	<a href="#">B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</a>

Table E2.3: Widnes

Ref		Site	Brown/ Green	Size (Ha)	Uses
E1	H1908, H2036	Shell Green, land to the east of Gorsey Lane	Brown	3.24	<a href="#">B2, B8 General Industrial and Storage and Distribution</a>
E2	H1867	Land to the south of Dans Road	Green	3.80	<a href="#">B2, B8 General Industrial and Storage and Distribution</a>
E21	H1333, H1866, H1246	St Michaels	Brown	20.20	<a href="#">B2, B8 General Industrial and Storage and Distribution</a>

MM020

E22	H1972	3MG (West) Land north of Ditton Junction	Green	9.99	<b>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</b>
E23	H1252	3MG (West) HBC	Green	12.07	<b>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</b>
E26	H2046	<b>Easternmost section of</b> 3MG (East) Foundry Lane	Brown	<del>10.51</del> <b>35.23</b>	<b>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</b>
E27	H1349	3MG (East) Tesco Distribution Centre	Brown	1.94	<b>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</b>
E31	H1198	Gorsey Point	Brown	15.98	<b>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</b>
E32		Former Thermphos site	Brown	5.07	<b>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</b>
E33		Former Muspratt site	Brown	4.44	<b>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</b>

### Justification

- 8.2. Policy CS(R)4 identifies the amount of employment land to be made available over the life of the Plan together with 4 broad 'strategic' locations;
- SEL1: Sci Tech Daresbury, Runcorn
  - SEL2: 3MG, Widnes
  - SEL3: Widnes Waterfront, Widnes
  - SEL4: West Runcorn / Rocksavage International, Runcorn

	8.3. The sites allocated (above) are intended to ensure an adequate supply in terms of quantity, type and location to meet the diverse needs of the borough’s business community.
	8.4. Widnes sites are concentrated in an east-west arc along the banks of the River Mersey and represent the final phases of restructuring, reclamation and in places enhancement of the towns commercial offer. Building on the towns excellent communication links and direct access to the West Coast Main Line.
	8.5. Runcorn sites are mostly located in the peripheral areas, following the pattern set out in the New Town Masterplan. A number of sites are within the Sci-Tech Daresbury Enterprise Zone which is being further developed by a joint venture between the Science and Innovation Council, the Council and Langtree as a world class science facility.
	8.6. The locational benefits enjoyed by the authority associated with rail links, waterway, ports and the Airport alongside are recognised, whilst the Borough is also well placed economically with a strong business base in a number of sectors, including Bioscience and Medical devices; Advanced Manufacturing; Chemicals and Pharmaceuticals; Logistics; and the Service Sector.

**MM020** [\[New\] Government amended the Use Class Order on the 1<sup>st</sup> September 2020 merging former B1 \(Office, Research & Development, Light Industrial\) with A1 \(Retail\), A2 \(Professional Services\), A3 \(Café / Restaurant\) , some D1 \(Non-residential institutions\) and some D2 \(Indoor Leisure\) use classes into a combined Use Class E \(Commercial Business and Service Uses\). This change was introduced after the public consultation on this Plan and represents a major shift in national policy with potentially significant ramifications for the Local Plan strategy. As such it was not appropriate to seek to address the new E use class in this Plan. It will be addressed in the subsequent Plan or Plan Review which may be guided by the anticipated revision to the National Planning Policy framework.](#)

POLICY CONTEXT:	
National Policy	NPPF (Principally paras 80-82) ED1 recognises the specific locational requirements of the employment sector by making provision for various sectors in suitably accessible locations.
Local Evidence	<ul style="list-style-type: none"> <li>• Employment Land and Premises Study (BE Group, 2010)</li> <li>• LCR Strategic Housing and Employment Land Market Assessment (GL Hearn, 2017)</li> <li>• SHELMA Part 2 : B8 Study (GL Hearn, 2018)</li> </ul>

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
			Y	Y									

Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and Landscape	Population and Human Health	Social Inclusiveness	Local Economy and Employment	Housing	Transportation
	0	0	0/+	0	0	0/+	0	0	++	0	0

## ED2: Employment Development

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

MM021

### Policy ED2: Employment Development

1. Within Primarily Employment Areas development **within Use Classes B1, B2, and B8 uses for office, research and development, light industrial, factory or storage and distribution uses** will normally be acceptable.
2. Redevelopment and regeneration within existing employment areas and Employment Renewal Areas will be supported where they make an improvement in the use of the site for employment purposes, having regard to:
  - a. The quality and type of employment floorspace provided;
  - b. The quality, type, number and density of jobs to be accommodated; and
  - c. The environmental quality of the site.
3. Employment uses outside of Primarily Employment Areas, Employment Allocations or Strategic Employment Sites will only be supported where they meet all of the requirements of Policy GR2: Amenity and they are considered to be of an appropriate scale and character for the area.

MM021

4. All proposals for new employment development, including extensions to existing properties, must **where appropriate** :
  - a. Be compatible with existing and proposed surrounding uses;
  - b. Not have a significant adverse effect on the character and appearance of the locality in terms of its size, scale, materials, design and siting;
  - c. Be designed to allow for future flexibility for a range of uses, including future subdivision and/or amalgamation for a range of business accommodation;
  - d. Have an adequate access that would not create a traffic hazard or have an undue environmental impact;
  - e. Be served by public transport and provide pedestrian and cycle links to adjacent residential areas;
  - f. Design storage areas to minimise visual intrusion;
  - g. Make adequate provision of space for on-site servicing and, where appropriate, waiting goods vehicles;

<p><b>MM021</b></p>	<p>h. Provide adequate screening, if the layout and design cannot be amended in other way, to obscure or conceal any unsightly feature of the development;</p> <p>i. Locate security fencing, where required, to the internal edge of any perimeter landscaping; and</p> <p>j. Provide substantial peripheral landscaping where sites adjoin residential areas, open countryside or Green Belt areas.</p> <p>5. Where development proposals come forward for large scale employment generating uses, obligations will be encouraged for training and recruitment of local people for both the end use and the supply chain.</p> <p>6. The Council will seek to retain existing commercial/industrial (<del>B1, B2 or B8 Office, Research and development, and light industry, factory or storage and distribution uses</del>), unless it can be demonstrated that, the continued use of the site/premise for its existing use is no longer viable in terms of its operation of the existing use, building age and format and that it is not commercially viable to redevelop the land or refurbish the premises for its existing use.</p> <p>Marketing of the land/property will be required to indicate that there is no demand for the land/property in its existing use.</p> <p>Details of the current occupation of the buildings, and where this function would be relocated, will also be required.</p> <p>Where an application relies upon a marketing exercise to demonstrate that there is no demand for the land/premises in its current use, the applicant will be expected to submit evidence to demonstrate that the marketing was adequate and that no reasonable offers were refused. This will include evidence demonstrating that:</p> <ul style="list-style-type: none"> <li>• The marketing has been undertaken by an appropriate agent or surveyor at a price which reflects the current market or rental value of the land/premises for its current use and that no reasonable offer has been refused.</li> <li>• The land/premises has been marketed for an appropriate period of time which will usually be for 12 months.</li> <li>• The land/premises has been regularly advertised and targeted at the appropriate audience. Consideration will be given to the nature and frequency of advertisements in the press or specialist trade networks etc. and contact with local property agents.</li> </ul> <p>In certain cases, for example where a significant departure from policy is proposed, the Council may seek to independently verify the submitted evidence, and the applicant will be required to bear the costs of independent verification.</p>
	<p><b>Justification</b></p>
<p>8.8.</p>	<p>Primarily Employment Areas are those areas of the Borough where employment is and will continue to be the predominant land use in the area. These areas are identified on the Policies Map.</p>
<p>8.9.</p>	<p>The borough has a number of aging employment estates and complexes where the existing building stock may considered to be not up to modern standards, coming to the end of its natural economic lifespan, and otherwise unattractive to potential occupiers. These premises may currently be occupied and providing valuable accommodation for existing businesses. However, securing re-lets may become increasingly more difficult as time progresses. The Council wishes to support appropriate redevelopment for employment uses within these ‘Employment Renewal areas’ and will work with land</p>

owners where appropriate to deliver comprehensive improvement or renewal schemes within these areas.

8.10. One area where renewal is currently being actively pursued is the Rocksavage International site in West Runcorn, which is undergoing a programme of consolidation following the adoption of new cutting edge production processes, allowing areas within the site to be cleared and made available for complementary uses that can benefit from the sites unique facilities.

8.11. It is important that the Council has a robust policy in place to respond to this change in emphasis. However, that is not to say that the Council should freely permit such a change of use. Whilst the Council wishes to ensure that there is provision of employment uses and suitable sites for such should be retained, it is accepted that leaving land vacant or underused is not an efficient use of land and should be avoided if an appropriate use can be considered.

#### **POLICY CONTEXT:**

National Policy	NPPF (Principally paras 80-82, 149 and 150) The policy complies with the NPPF by supporting economic growth and productivity through allowing businesses to invest, expand and adapt, driving innovation forward.
Local Evidence	<ul style="list-style-type: none"> <li>• Employment Land and Premises Study (BE Group, 2010)</li> <li>• LCR Strategic Housing and Employment Land Market Assessment (GL Hearn, 2017)</li> <li>• SHELMA Part 2 : B8 Study (GL Hearn, 2018)</li> </ul>

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
			Y	Y		Y		Y					

Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and Landscape	Population and Human Health	Social Inclusiveness	Local Economy and Employment	Housing	Transportation
	0	0	0	0	0	0/+	0	0	+	0	0/+

### **ED3: Complementary Services and Facilities within Employment Areas**

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

### Policy ED3: Complementary Services and Facilities within Employment Areas

- I. Within Primarily Employment Areas, Strategic Employment Locations, Employment Renewal Areas and Employment Allocations, appropriate small scale ancillary complementary services and facilities, which can be demonstrated to meet the needs of employees and complement existing businesses, will be supported provided that they do not impact on local employment or the local economy.

#### Justification

8.13. Employment areas may on occasion benefit from the inclusion of other small scale ancillary complementary services and facilities, such as catering facilities, small scale convenience retail (up to 280 sqm net<sup>92</sup>), Restaurants and Cafes, and Childcare Facilities. Small scale ancillary facilities that support business and industrial uses may be permitted where they enhance the overall attractiveness and sustainability of the employment area in which they are proposed to be sited. Such facilities should demonstrate that they primarily meet the needs of businesses and employees of Halton's employment areas and are of an appropriate scale and location.

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

#### POLICY CONTEXT:

National Policy	NPPF (Principally paras 80-82) The policy complies with the NPPF by allowing flexibility to accommodate additional complementary development, assisting in creating new and flexible working practices.
Local Evidence	<ul style="list-style-type: none"> <li>Joint Employment Land and Premises Study (BE Group, 2010)</li> <li>LCR Strategic Housing and Employment Land Market Assessment (GL Hearn, 2017)</li> <li>B8 Study (GL Hearn, 2018)</li> <li>Halton Retail Study (England, Lyle Good, 2017)</li> </ul>

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
			Y	Y		Y							

Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and Landscape	Population and Human Health	Social Inclusiveness	Local Economy and Employment	Housing	Transportation
	0	0	0	0	0	0/+	0	0	+	+	0

<sup>92</sup> Consistent with provisions of the Sunday Trading Act 1994

## 9. RESIDENTIAL DEVELOPMENT

### RDI: Residential Development Allocations

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

#### Policy RDI: Residential Development Allocations

- For the avoidance of doubt, the housing sites allocated in this plan are not granted *Permission in Principle*.<sup>93</sup>
- The following Strategic Housing Locations and the Residential Allocations, as identified on the Policies Map, will assist in the delivery of the requirements set out in Policy CS(R)3:
- Residential development on Green Belt sites, or former Green Belt sites allocated in this Plan, (GBM notation) will need to provide appropriate mitigation for the loss of green belt land in line with NPPF requirements.**

#### Runcorn

Ref	Site	Greenfield / Previously Developed <sup>94</sup>	Site Size	Notional Capacity	Notes
<b>D1</b>	<b>H1830 H2040</b> <b>Land between Chester Road and Chester Road, Daresbury</b>	<b>Green</b>	<b>3.82</b>	<b>92</b>	
M8	H2338 Land to the east of Runcorn Road, Moore	Green	0.73	20	<b>GBM</b>
PI	H1279 H2252 H2253 E-Scape, Preston-on-the-Hill	Green	4.89	117	<b>GBM</b>
P2	H2195 Land between Chester Rd and M56 at Preston-on-the-Hill	Green	6.96	146	<b>GBM</b>
R1	H1003 Land at Gaunts Way	Green	0.23	7	SRL5
R2	H1303 Land to the east of Kestrel's Way	Green	1.61	43	SRL5
R5	H1150 Land north of Beechwood Ave., east of Wood Lane	Green	1.09	29	
R7	H2340 Former Showroom for The Deck	PDL	0.54	15	

<sup>93</sup> National Planning Policy Framework (2019~~21~~)

<sup>94</sup> Brownfield or Previously Developed Land (PDL) as defined in Annex 2, National Planning Policy Framework

AM015	R8	H2341	Remainder of The Deck	PDL	0.44	12	
	R9	<a href="#">HI155</a>	Former Polar Ford Use car lot	PDL	0.37	11	
	R10	H1032 H1647	Land off Bridge Street and busway	PDL	1.03	28	
	R11	H1029	Land to the rear of Pure Gym	PDL	0.15	5	
	R12	H1962	Former Riverside College	Mixed	4.00	120	
	R14	H1098	Land to south of Percival Lane	PDL	0.16	16	
	R15	HI104	Former Polar Ford and surrounds	PDL	1.14	31	
	R17	HI080	Picow Farm Road	Mixed	1.92	62	
	R20	HI085	Paramount Foods and surrounds	PDL	3.70	89	
	R22	HI718	Land off Birch Road	Green	0.78	21	
	R24	HI989	Land to the west of Grangeway	Green	0.5	14	
	R25	HI990	Thorn Road Garages	PDL	0.19	6	
	R26	HI078	St Chads High School Playing Fields	Green	3.42	82	
	R28	HI092	Land off Coronation Road	Green	1.65	44	
MM022	R29	H2016 H2017	Land to the south of Walsingham Drive	Green	16.63	<del>349</del> <a href="#">250</a>	SRL4
MM022	R30	HI756	Land between Keckwick Brook and WCML	Green	13.93	<del>205</del> <a href="#">337</a>	SRL4
	R31	HI758	Sandymoor 17A	Green	0.68	18	SRL4
	R32,	H1630 H2238	Central Housing Area (between canal and railway)	Green	20.77	255	SRL2
	R33, R35, R36	H2042	Delph Lane West	Green	19.08	295	SRL1
	R37	HI751	Land to the east of Village Street	Green	4.35	104	SRL4
MM022	R38, <del>R39,</del> R67	HI233 <del>H2262</del> HI930	Wharford Farm ( <a href="#">North and Central</a> )	Green	<del>17.48</del> <a href="#">25.51</a>	<del>300</del> <a href="#">600</a>	SRL3
MM022	<a href="#">R39</a>	<a href="#">H2262</a>	<a href="#">Wharford Farm (South)</a>	<a href="#">Green</a>	<a href="#">2.38</a>	<a href="#">57</a>	
	R40, R41	H1630 H2238	Central Housing Area (between A56 and canal)	Green	16.19	339	SRL2
	R44	HI077	Highways Agency Depot	PDL	0.88	24	
	R45	HI140	Land adjacent to Castle Road (Panorama Hotel)	PDL	0.22	7	

	R46	HI258	Land to the north of Brookvale Avenue North	Green	0.75	20	
	R47	HI009	Adj. to Woodfalls Farm	Mixed	0.36	11	
	R48	HI951	Land Adj. to Woodfalls Farm	Green	0.23	7	
	R49	HI148	Land surrounding Hanover Court	Green	1.09	29	
	R50	HI149	The Lord Taverners & land adjacent	Mixed	1.3	35	
	R52	HI011	Land off Southland Mews	Mixed	0.42	11	
	R54	HI103	Land off Astmoor Bridge Lane	Green	0.19	6	
	R55	HI159	Former Express Dairies Site, Sewell St / Perry St	PDL	0.54	15	
	R60	HI544	Paddock adjacent to 38 Clifton Road	Green	0.38	11	
	R61	HI079	Land to the south of Old Quay Street and Mason St	PDL	1.46	39	
	R62	HI131 HI1736	Former Gym and Surrey Street Garage	PDL	0.36	11	
	R66	HI177	Former Egerton Library and Rathbone Institute	PDL	0.66	18	
	R69	HI288	Former Job Centre and La Scala	PDL	0.89	24	
<b>MM022</b>	<b>R70</b>	<b>HI202</b>	<b>The Pavilions</b>	<b>PDL</b>	<b>4.93</b>	<b>118</b>	
<b>MM022</b>	<b>R71</b>	<b>HI151</b>	<b>Land south of Beechwood Ave. &amp; north of M56</b>	<b>Green</b>	<b>1.44</b>	<b>39</b>	
	R72	HI953	Land to the north of Towers Lane	Green	0.39	12	
	R73	HI763	Land between Daresbury Expressway and Manor Park Ave	Green	0.86	23	
	R74	HI746	Land between the expressway and the Bridgewater Canal	Green	7.54	158	
<b>MM022</b>	<b>R77</b>		<b>The Former Dray Public House</b>	<b>PDL</b>	<b>0.24</b>	<b>7</b>	
	R78	HI641	Land to the south of Stockham Lane	Green	1.18	32	

<b>AM015</b>	R79	<a href="#">HI983</a>	Land between Stalbridge Drive and WCML	Green	2.42	58	SLR4
	R80	H1808	Land Off Eagles Way (Incl. the Raven), Hallwood Park	Mixed	1.81	51	SRL5
	R81	H1096	Land south of hospital	Green	1.67	45	SRL5
	R82	H2259	Land East Of Castlefields Area	Green	1.62	44	
	<b>MM054</b>	<b>R83</b>	<b>H1835 H1836</b>	<b>Heath Road South- Highlands Road</b>	<b>Green</b>	<b>4.84</b>	<b>116</b>
	R84	H1916	Land between The Office Village, Daresbury Park and Bridgewater Canal	Green	19.84	417	SRL2
<b>MM022</b>	<b>Widnes and Hale</b>						
	<b>Ref</b>		<b>Site</b>	<b>Green field / Previously Developed</b>	<b>Site Size</b>	<b>Notional Capacity</b>	<b>Notes</b>
	H1	H1204	Land adjacent to I Church End, Hale Village	Green	0.45	12	
	W1	H1237 H1343 H2277	BPI Widnes Films	PDL	4.26	38	Part u/c 2019
	W2	H1195	Former Eternit site, Derby Road	PDL	5.21	116	u/c 2019
	W4	H1248 H1827 H2159 H2160 H2161 H2162 H2274 H2275 H2276	Chapel Lane to Old Upton Lane	Green	14.26	299	SRL8 / <a href="#">GBM</a>
	W5	H1228 H1241 H2163	Sandy Lane to Queensbury Way	Green	6.33	133	SRL8 / <a href="#">GBM</a>
	W9	H1722	Land at Mill Green Farm	Green	22.63	433	SRL7 / <a href="#">GBM</a>
	W10	H1672	South Lane	Green	1.45	39	SRL7 / <a href="#">GBM</a>
	W11	H1812 H1825 H2169 H2170	Boundary Farm and Abbey Farm, South Lane	Green	13.23	278	SRL7 / <a href="#">GBM</a>
	W17	H1052	Land east of The Eight Towers Public House	Green	0.72	20	
	W24	H1249 H1291 H2100	West of Hale Gate Rd	Green	23.06	484	SRL9 / <a href="#">GBM</a>

	H2157 H2158 H2337						
	W28	H1118	Broseley House	PDL	0.33	10	
	W30	H1347	Opposite Beaconsfield Surgery Site	PDL	0.4	11	
	W31	H1635	Greenoaks Farm Industrial Estate, Warrington Road	PDL	0.32	10	
	W32	H1275	Land At Terrace Road (RMC House), West Bank	PDL	0.51	14	
	W34	H1986	Widnes Timber Centre, Foundry Lane	PDL	0.96	26	
	W38	H1269	Land to the rear of Appleton Village Pharmacy	PDL	0.29	9	
	W39	H1787	The Albert Hotel, 160 Albert Road	PDL	0.05	2	
	W40	H1345	Watkinson Way Loop	PDL	0.89	24	SRL7
	W42	H1264	Land off Vine Street	Green	0.06	5	
<b>MM022</b>	<del>W43</del>	<del>H1120</del>	<b>Land adjacent to the Foundary</b>		<b>0.39</b>	<b>12</b>	
	W44	H1196	Land Adjacent to 20 Rock Lane	Green	0.41	11	
	W45	H2010	Parcels on Halebank Road	Mixed	2.26	54	SRL9
	W47	H1122 H1123 H1124	Land to the rear of Harrison Street Pumping Station	PDL	5.96	125	
	W49	H1287 H2004	Lunts Heath Road (East)	Green	18.13	381	SRL7 / <b>GBM</b>
<b>AM015</b>	W50	<a href="#">H1334</a>	(former Stobarts site) Foundry Lane	PDL	0.71	19	
<b>Justification</b>							
	9.2.	The sites allocated in the Local Plan are intended to be wide ranging in their types, scale and distribution in order to cater for differing sections of the housing market and to allow for development that is appropriate to the locality.					
	9.3.	Where a site does not have a current planning permission an indicative capacity has been provided based on assessment of a suitable density that takes into consideration the location and context of the site and any other uses that are proposed on the site.					
	9.4.	It should be noted that whilst an allocation establishes the principle of a particular land use, sites will still have to be subject to a detailed planning application. Planning applications on allocated sites will be assessed against the policies in this document, any saved development plan policies and other material planning considerations. It also needs to be recognised that					

planning applications can be made for sites not identified in this document and these will be assessed against the relevant policies of the Plan, the saved development plan policies and other material planning considerations. Any subsequent planning permissions granted on previously unidentified land are referred to as 'windfall' permissions.

### Housing Land Supply

		Halton	Residual Requirement
MM022	A	Housing Requirement (2014~37)	8,050
	B	Completions April 2014 March <del>2019</del> <u>2021</u> (net)	<del>2,639</del> <u>3,336</u>
	C	No. of dwellings (net) on sites under construction (at 31/03/19)	<del>595</del> <u>836</u> <sup>95</sup>
	D	No. of dwellings (net) on sites with Planning Permission (at 31/03/19)	<del>1,161</del> <u>1380</u>
	E	Small Sites Allowance (sites of less than 5 units; <u>20 dpa X 16 yrs</u> )	<del>0</del> <u>320</u>
	F	Slippage : Assumed 10% non-delivery uncommitted sites	<del>-366</del> <u>-138</u>
MM022	9.5.	<p><del>Housing land monitoring 2000~18 shows that 356 units have been completed on sites of 1 to 4 units, equating to an annual average of 22 units per annum. This suggest that sites with a capacity of less than five dwellings could deliver 440 dwellings over the remaining Local Plan period to 2037. As set out under the Housing Trajectory (Para. 7.30) in CS(R)3, the Council does not include a small sites allowance in its supply calculation. Housing land monitoring from 1996 shows that delivery of units on small sites, of 1 to 4 units, consistently averages around 20 units per annum. This suggest that sites with a capacity of less than five dwellings could deliver (20 x 16 years) 320 dwellings over the remaining Local Plan period 2021 to 2037. This allowance is incorporated in the Housing Trajectory (Para. 7.30) in CS(R)3.</del></p>	
<b>Housing Trajectory</b>			
	9.6.	The housing trajectory is shown under policy CS(R)3.	
<b>Monitoring</b>			
	9.7.	Government has introduced a number of measures to ensure adequate delivery in relation to housing requirements;	
		<ul style="list-style-type: none"> <li>• 5 year supply</li> <li>• Housing Delivery Test</li> </ul>	
		These are monitored and reported on annually, in line with requirements in the national Planning Policy Framework.	
<b>POLICY CONTEXT:</b>			
	National Policy	NPPF (Principally paras 59-66, 67-68, 73-76)	

<sup>95</sup> This total does not include the remaining 178 consented units on 'The Deck' development as the development has been suspended for a number of years and is unlikely to be completed as approved. The remaining elements are allocated as sites R7 and R8 with a combined capacity of 27 units.

		The policy complies with the NPPF by supporting the Government's objective of significantly boosting the supply of homes, allocating a sufficient amount of land.												
Local Evidence		<ul style="list-style-type: none"> <li>Halton Strategic Housing Land Availability Assessment (HBC, 2017)</li> <li>Halton Housing Baseline Report(HBC, Annually)</li> <li>Mid-Mersey Strategic Housing Market Assessment (GL Hearn,2016)</li> <li>LCR Housing and Employment Land Market Assessment (GL, Hearn 2017)</li> <li>A Housing Strategy for Halton 2013-2018 (HBC)</li> </ul>												
Strategic Objectives		SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
		Y	Y											
Sustainability Appraisal		Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and	Population and Human Health	Social Inclusiveness	Local Economy and Employment	Housing	Transportation		
		0	0	0/+	0	0	0/+	0	0	0	++	0		

## RD2: Gypsy & Travellers (Allocations)

	9.8.	Halton has a small Gypsy and Traveller population. The future accommodation needs of this community together with Travelling Showpeople are assessed in the Gypsy and Travellers Accommodation Assessment (GTAA). The provision of permanent residential pitches will address the identified long term residential needs of this community within the Borough. Policy CS(R)14 highlights that the Council will work with its partners to ensure appropriate provision for Gypsies, Travellers and Travelling Showpeople's accommodation needs.																		
MM023	<p><b>Policy RD2: Gypsy and Traveller Sites Allocations</b></p> <p>1. The following sites (Table RD2.1) will be allocated for Gypsies and Travellers Pitches to deliver the GTAA requirements of 10 pitches <del>and</del> between 2017 and 2032.</p> <p><b>Table RD2.1: Permanent Gypsy and Traveller Site</b></p> <table border="1"> <thead> <tr> <th>Ref</th> <th>Site</th> <th>Status</th> <th>Pitches</th> <th>Transit</th> <th>Private / Council</th> </tr> </thead> <tbody> <tr> <td>GT5 *</td> <td>Bigfield Lodge, Runcorn</td> <td>Residential Consent</td> <td>8</td> <td>0</td> <td>Private</td> </tr> <tr> <td>MM023</td> <td>Warrington Road (extension)</td> <td>Allocation</td> <td><del>12</del> 9</td> <td>0</td> <td>Council</td> </tr> </tbody> </table>		Ref	Site	Status	Pitches	Transit	Private / Council	GT5 *	Bigfield Lodge, Runcorn	Residential Consent	8	0	Private	MM023	Warrington Road (extension)	Allocation	<del>12</del> 9	0	Council
Ref	Site	Status	Pitches	Transit	Private / Council															
GT5 *	Bigfield Lodge, Runcorn	Residential Consent	8	0	Private															
MM023	Warrington Road (extension)	Allocation	<del>12</del> 9	0	Council															

GT7 *	Windmill Street, Runcorn	Residential Consent	6	0	Private
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\* not subject to a restriction for a use by Gypsy and Travellers

2. There will be a presumption against the loss of existing established, lawful residential sites for Gypsy and Traveller or Travelling Showpeople sites unless suitable replacement provision of equal or enhanced value are provided. Therefore the following sites (Table RD2.2) will be retained for use as Gypsies and Travellers Pitches.

**Table RD2.2: Existing Gypsy and Traveller Sites**

Ref	Site	Status	Permanent	Transit	Private / Council
GT1	Canalside, Warrington Road, Runcorn	Authorised	12	0	Council
GT2	Runcorn Transit Site	Authorised	2	12	Council
GT4	Riverview, Widnes	Authorised	23	0	Council

3. Should any further applications for Gypsy and Traveller or Travelling Showpeople accommodation come forward in the plan period they will be determined in accordance with Policy CS(R)14.
4. Any application for the development of Gypsy and Traveller or Travelling Showpeople sites must be accompanied by evidence that the intended occupiers meet the relevant definition set out in national policy, demonstrating that their livelihood is solely or primarily reliant on nomadic travelling to sustain it (for example, comprehensive business records, bank statements, tax returns etc.).

### Justification

- 9.9. The Department of Communities and Local Government's Planning Policy for Traveller Sites states that '*Local planning authorities should set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring local planning authorities*'. It goes on to suggest that '*local planning authorities should ensure that Traveller sites are sustainable economically, socially and environmentally*'.
- 9.10. A Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) was prepared on behalf of Cheshire East, Cheshire West, Halton Borough Council and Warrington Borough Council in June 2018.

#### POLICY CONTEXT:

National Policy	NPPF (Principally paras 59-66, 67-68, 73-76) Planning Policy for Travellers (MHCLG, 2015) This policy is compliant with the NPPF by delivering a sufficient supply of homes for those identified with housing need particularly travellers, where a need has been identified.
Local Evidence	<ul style="list-style-type: none"> <li>Cheshire East, Cheshire West and Chester, Halton and Warrington Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (Opinion Research Services, 2018)</li> </ul>

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
	Y	Y											

Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and Landscape	Population and Human Health	Social Inclusiveness	Local Economy and Employment	Housing	Transportation
	0/+	0	0/+	0	0	+	0	0	0	++	0

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

9.11. All development within Halton is required to be compliant with Core Strategy Policy CS(R)18: High Quality Design, which aims to raise the quality of design in Halton. A significant proportion of planning applications received by the Council relate to dwelling extensions, alterations and residential conversions and although most of the proposals are small scale, their impact on the local area can be considerable, particularly cumulatively.

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

- I. Proposals for dwelling alterations, extensions, conversion and replacement dwellings outside the Green Belt will be supported where they:
  - a. Retain the character of the existing property, its setting and the surrounding residential area;
    - i. This will include consideration of the siting, scale, design, and materials to be used;
  - b. Will not have a significant adverse impact on the amenity and living conditions of occupants of neighbouring properties; this will include consideration of
    - i. The potential for overlooking and the preservation of appropriate privacy distances; and
    - ii. The loss of sunlight or daylight to neighbouring properties; and
    - iii. The dominance or overbearing nature of the extension.
  - c. Enhance, provide or maintain safe highway conditions for pedestrians, cyclists and motor vehicles;
  - d. Will not result in isolated residential development;

MM024	<p>e. Provide, or retain, sufficient parking within the curtilage of the property, where applicable;</p> <p>f. Provide, or retain, adequate storage for recycling, refuse and cycles;</p> <p>g. Retain outside access to the rear of the property; and they</p> <p>h. Provide, or retain, a reasonable amenity space.</p> <p><b>Conversion</b></p> <p>2. Residential conversions of existing buildings will be permitted where they meet all of the above criteria (l. a-h) and where it is demonstrated that the building to be converted is of a permanent and substantial construction; capable of being converted; and in the case of sub-division or intensification of the existing residential use:</p> <p>i. they would not create or contribute to a harmful concentration of such uses <b>with regards to amenity and highways</b>; and</p> <p>ii. it would not result in a loss of character.</p> <p><b>Replacement Dwellings</b></p> <p>3. Replacement dwellings will be supported where they meet all of the above criteria (l. a-h) and they will not result in over-development of the site, or the curtilage.</p> <p><b>Change of Use</b></p> <p>4. The conversion of buildings from non-residential to residential use will be supported where they meet all of the above criteria (l. a-h) and where it is demonstrated that:</p> <p>a. The building is of a permanent and substantial construction capable of being converted; and that</p> <p>b. It will provide a satisfactory residential environment.</p>
	<b>Justification</b>
	9.12. Rather than moving house to gain extra space many people extend their existing property. Permitted development rights allow many extensions to be built without the need to apply for planning permission. However, there are still situations where planning permission is required and it is important that the design of the extension is appropriate.
AM016	9.13. Poorly conceived building extensions and alterations can have a detrimental impact upon an area and the amenity of nearby occupiers. In most instances, it will be appropriate for proposed works to retain and reflect the character and appearance of the existing building. Innovative design solutions will also be acceptable where they are of exceptional design quality and would complement, or enhance, rather than detract from the existing building. There will, however, also be instances where the existing building is architecturally unremarkable or poor. In such circumstances, it might be appropriate to significantly remodel the appearance of the building. The design approach adopted should draw on analysis of local character and distinctiveness undertaken in accordance with policies <del>CS18(R)</del> <a href="#">CS(R)18</a> and GRI, and should consider any impact upon the wider street scene.
	9.14. Any proposed extension should retain sufficient external private space to meet the continuing requirements of the building. These include the appropriate retention of usable amenity space, green infrastructure, off-street parking and storage provision.

AM017	9.15. Further information and detailed design guidance specifically in relation to householder applications can be found in the House Extensions Supplementary Planning Document (SPD).																												
	9.16. In relation to sub-division or intensification of the existing residential use; harmful concentrations are likely to arise when issues commonly associated with these uses, cumulatively result in detrimental effects on the residential qualities and characteristics of an area. Harmful concentrations will also result where the choice of housing is reduced and no longer provides for the needs of different groups within the community. Assessments should consider the relative impacts at street, neighbourhood and ward levels.																												
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## RD4: Greenspace Provision for Residential Development

	9.17. The provision of greenspace underpins people's quality of life. The Council views such provision as being important to individual health and wellbeing, and to the promotion of sustainable communities.
MM025	<p><b>Policy RD4: Greenspace Provision for Residential Development</b></p> <p>1. All residential development of 10 or more dwellings that <b>increase the demand for create or exacerbate a projected quantitative shortfall of</b> greenspace <b>or are not served by existing accessible greenspace</b> will be expected to make <b>an</b> appropriate <b>contribution towards meeting this additional demand on or off site provision for the needs arising from the development,</b> having regard to the standards detailed in table RD4.I below.</p>

Table RD4.1: Greenspace for Residential Developments Standards

Typology	Description	Local Quantitative Standard (m <sup>2</sup> /person)	Accessibility Standard (m)
<b>Amenity Greenspace</b>	Opportunities for informal activities close to home or work or the enhancement of residential areas	<b>10</b>	<b><u>400</u></b>
<b>Provision for Children and Young People</b>	Areas designed for play and social interaction involving children and young people e.g. equipped play areas, skateboard areas / teenage shelters	<b>2</b>	<b><u>800</u></b>
<b>Parks &amp; Gardens</b>	Accessible, high quality opportunities for informal recreation and community events	<b>12.5</b>	<b><u>1,200</u></b>
<b>Natural &amp; Semi Natural</b>	Wildlife conservation, biodiversity & environmental education & awareness	<b>27.5</b>	<b><u>1,200</u></b>
<b>Allotments &amp; Community Gardens</b>	Opportunities for people to grow their own produce as part of sustainable, healthy and socially inclusive living	<b>0.9</b>	<b><u>1,600</u></b>

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

<b>MM025</b>	<p>5. Standards for Outdoor Sports Facilities and Playing Pitches will be set out in the latest Playing Pitch Strategy, and will be taken into consideration when assessing development proposals for sport and recreation facilities. Developer contributions for Outdoor Sports Facilities and Playing Pitches will be informed by the most up to date Playing Pitch Strategy <a href="#">as detailed in policy HE6</a>.</p>
	<b>Justification</b>
	<p>9.18. The type, size and quality of parks and greenspaces, including allotments, play areas, school playing fields and private gardens, in the borough varies, but they have many benefits, including those associated with health, sport and recreation, children's play, culture, biodiversity and the public realm.</p>
	<p>9.19. Where new residential development occurs it is important that sufficient open space provision is made in order that the scheme is acceptable. All new residential development will require provision of open space, this includes:</p>
	<p>i. Flats and maisonettes;</p>
	<p>ii. Additional dwellings gained through the redevelopment of an existing housing area;</p>
	<p>iii. Conversion of existing buildings;</p>
	<p>iv. Independent dwellings for students or the elderly;</p>
	<p>v. Permanent permissions for mobile homes; and</p>
	<p>vi. Permanent permissions for Gypsy and Traveller sites.</p>
	<p>9.20. Residential development that will not require open space contributions are defined as:</p>
	<p>i. Replacement of existing dwellings on a one for one basis;</p>
	<p>ii. Extensions and annexes within the curtilage of a main property for a dependent relative;</p>
	<p>iii. Temporary permissions for mobile homes; and</p>
	<p>iv. Temporary permissions for Gypsy and Traveller sites.</p>
	<p>9.21. For the purposes of assessing open space requirements the Council will assume the following occupation for different sized dwellings:</p>
	<p>i. 1 Bedroom Dwelling – 2 people</p>
	<p>ii. 2 Bedroom Dwelling – 3 people</p>
	<p>iii. 3 Bedroom Dwelling – 4 people</p>
	<p>iv. 4+ Bedroom Dwelling – 5 people</p>
	<p>v. Gypsy &amp; Traveller Pitch – 3 people</p>
	<p>vi. Travelling Showpeople Plot – 3 people</p>
	<p>9.22. The provision of attractive and functional open space has an important role to play in ensuring a satisfactory housing estate design. It is vital that it should be considered as an integral element of the overall residential layout. The type, location and amount of areas of open space must be one of the starting points in drawing up the design of a new development. However, it should be noted that not all residential development will create a need for all types of open space and the type and amount will be guided by site specific circumstances.</p>
	<p>9.23. Where open space is provided it will normally be subject to a legal agreement that requires the approval of a management scheme, which identifies the future means of maintaining and managing the site, at the developers expense.</p>

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

POLICY CONTEXT:	
National Policy	NPPF (Principally paras 34, 54-57, 91, 92, 96, 97, 149 and 150). The provision of Greenspace in new residential development is compliant with the NPPF by enabling and supporting healthier lifestyles, providing access to a network of high quality open spaces and a well-functioning environment.
Local Evidence	<ul style="list-style-type: none"> <li>Halton Borough Council Open Space Study (HBC and PMP, 2004 and as updated 2006);</li> <li>Liverpool City Region Ecological Framework (MEAS, 2011)</li> <li>Draft Open Space SDP (HBC, 2007)</li> </ul>

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
	Y					Y		Y			Y		

Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation
	0/+	0	0	0	0	0/+	0/+	0/+	0/+	0	0

## RD5: Primarily Residential Areas

	<p>9.29. Primarily Residential Areas are those areas primarily consisting of residential development. Within these areas development opportunities for additional infill or redeveloped housing or other non-residential uses may arise, that can make a valuable contribution to meeting the borough's development needs.</p>						
	<div style="border: 1px solid black; padding: 10px;"> <p><b>Policy RD5: Primarily Residential Areas</b></p> <ol style="list-style-type: none"> <li>1. Within the Primarily Residential Areas and completed housing allocations, as shown on the Policies Map, residential development of an appropriate design, scale, type, location and nature; that recognises, reinforces and / or improves the distinctiveness and character of the area; and that is in line with other relevant local plan policies and SPDs; will be supported.</li> <li>2. Housing renewal and redevelopment will generally be supported in areas identified as requiring regeneration; to replace unpopular housing stock and to address any imbalances in the housing offer.</li> <li>3. Within the Primarily Residential Areas, proposals for non-residential uses will be considered with regard to their effect on amenity and the concentration of non-residential development.</li> </ol> </div>						
	<p><b>Justification</b></p>						
	<p>9.30. Development within existing residential areas can be contribute to improving areas, increase the range or supply of housing or provide opportunities for small business and enterprise. Development in Primarily Residential Areas should not be harm the residential character of the area or the living conditions of the residents in those areas.</p>						
	<p>9.31. Halton does not currently (at 2019) have proposals for significant, estate wide housing renewal, such as the Southgate (Hallwood Park) or Castlefields renewal programmes. There may be instances however where it is necessary to remove or remodel existing stock that is not suited to current needs.</p>						
	<p>9.32. The introduction of non-residential uses may be appropriate in certain locations subject to not adversely impacting on the residential character of the area or introducing nuisance to remaining residential populations, by way of traffic, parking, noise, odours or other factors.</p>						
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	Y							Y					

Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and Landscape	Population and Human Health	Social Inclusiveness	Local Economy and Employment	Housing	Transportation
	0	0	0	0	0	+	0	0/+	0	+	0

## RD6: Custom and Self Build Housing

	<p>9.33. Government considers that self-build housing has the potential to help boost the overall supply of new housing, address a pent up demand and widen the range and type of housing available. Halton Council maintains a Self-Build Register<sup>96</sup>. At 2019 this contained details of seven identified requirements.</p>
MM026	<p><b>Policy RD6: Custom and Self Build Housing</b></p> <p><del>1. To support those who wish to provide or build their own home, residential developments of more than 20 dwellings will be required to provide serviced plots for the provision of dwellings on the following basis:</del></p> <p><del>a) Offer at least 5% of total plots (rounded up to whole plot numbers) as serviced plots of a size to accommodate one dwelling for those who may wish to provide or build their own home.</del></p> <p><del>b) Serviced plots should be spaced throughout the development and must not be provided adjacent to each other to achieve a mixed character in the layout of the development.</del></p> <p><del>c) Plots shall have legal access to a public highway.</del></p> <p><del>d) Plots must be available and marketed for at least 12 months. After 12 months, if a plot has not sold, the plot may either remain on the open market as a serviced plot or be offered to a Housing Association at a fair value, before being built out by the developer.</del></p> <p><del>2. The Council may seek developments of more than 10 custom build dwellings in a single site location to be developed in accordance with an agreed design code.</del></p> <p><del>3. Custom and Self Build plots can either be market or affordable housing.</del></p>

<sup>96</sup> <https://www3.halton.gov.uk/Pages/planning/Selfbuild.aspx>

	<p><del>4. Proposals for Custom and Self Build homes within Primarily Residential Areas which demonstrate that they will extend the range of housing available in the Borough will be supported subject to other Plan policies.</del></p> <p><del>5. Prospective residents of serviced plots must seek planning permission for their proposed dwelling, the proposal must be in accordance with the policies of the Local Development Plan.</del></p> <p><u>[New] The Council will actively support proposals for self-build homes in locations consistent with the spatial strategy (Policy CS(R)1). The Council's self-build register will be used as a source of evidence of the demand for self-build and custom build locally, and the level of demand will be considered in determining proposals. In areas where the Council has evidence of strong local demand for self-build and custom build housing it will encourage developers to consider whether an element of self-build plots can be incorporated into development schemes as part of the housing mix.</u></p>						
	<b>Justification</b>						
9.34.	The Council recognises the benefits in Custom and Self Build housing including supporting a more resilient supply of housing from a diversity of sources.						
9.35.	For the purposes of planning policy, Custom and Self Build dwellings share the same definition and the terms are used interchangeably. Custom and Self Build dwellings are homes that have been built by:						
	i. Individuals for occupation by themselves as their primary residence,						
	ii. associations of individuals for occupation by themselves as their primary residences, or						
	iii. persons working with, or for, individuals or associations of individuals, of houses to be occupied as primary residences by those individuals.						
	<i>But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.</i>						
9.36.	Custom Build is where a person commissions a specialist developer to help to deliver their own home, while Self Build is where a person is more directly involved in organising and constructing their home. Both routes require significant input from the home owner in the design process of the dwelling.						
9.37.	Where Self Build plots are not proposed to be serviced for sale, the Council will need to be satisfied that access and servicing will be possible for potential plot purchasers, before planning permission is granted.						
9.38.	When granting planning permission, the Council will consider including planning conditions to ensure that appropriate mechanisms (e.g. an agreed marketing strategy) are put in place to ensure plots are advertised for sale for an appropriate period, price and in an appropriate fashion (e.g. local advertisements, marketing boards and targeted marketing to potential self-builders)						
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## 10. CONNECTIVITY

### CI: Transport Network and Accessibility

	10.1. To encourage and enable a shift to more sustainable modes of travel it is necessary to ensure that a successful sustainable transport network is in place.
<p><b>MM027</b></p> <p><b>MM027</b></p>	<p><b>Policy CI: Transport Network and Accessibility</b></p> <p><b>Walking and Cycling</b></p> <p>I. Development will only be permitted where:</p> <ol style="list-style-type: none"> <li>It does not prejudice the access on to or through the walking and cycling network or it provides a suitable alternative link of equal quality and convenience; and</li> <li>It does not affect the enjoyment of the walking and cycling network.</li> </ol> <p>The walking and cycling network is taken to include but not be limited to: the Greenway Network; The Bridgewater Way; Mersey Way; Mersey Timberland Trail, The Trans-Pennine Trail, the Cycle Network and Public Rights of Way.</p> <p>The Council will support development provided that:</p> <ol style="list-style-type: none"> <li><del>It gives priority to walking, cycling and public transport within its design;</del></li> <li><del>The internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users;</del></li> <li><del>there is inclusive walking and cycling provision to local facilities and sustainable networks;</del></li> <li><del>Promotes the use of Ultra Low Emission Vehicles (ULEV)<sup>97</sup></del></li> <li><del>It does not have an adverse impact on the function, safety and character of and accessibility to the local or strategic highway network;</del></li> <li><del>Appropriate provision for car and cycle parking is made;</del></li> <li><del>Road designs are well laid out and where appropriate incorporate highway safety measures, such as traffic management and traffic calming schemes, where appropriate;</del></li> <li><del>It is located within 400metres walking distance of a bus stop or railway station with a suitable level of service; and</del></li> <li><del>It is accessible to all.</del></li> </ol> <p><del>Where development does not meet all of these criteria or may be expected to have negative impacts, appropriate mitigation measures will be required at the developer's expense.</del></p> <ol style="list-style-type: none"> <li><u>The internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users;</u></li> </ol>

<sup>97</sup> Ultra low emission vehicle (ULEV) is the term used to describe any vehicle that:

- uses low carbon technologies
- emits less than 75g of CO<sub>2</sub>/km from the tailpipe
- is capable of operating in zero tailpipe emission mode for a range of at least ten miles

k. It does not have an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe;

l. Appropriate provision for car and cycle parking is made;

m. Road designs are well laid out and where appropriate incorporate highway safety measures, such as traffic management and traffic calming schemes, where appropriate;

### Sustainable Transport and Accessibility

2. The Council will support development provided that:

a. It gives priority to walking, cycling and public transport within its design where appropriate;

~~b. The internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users;~~

c. there is inclusive walking and cycling provision to local facilities and sustainable networks;

d. Promotes the use of Ultra Low Emission Vehicles (ULEV)<sup>98</sup>

~~e. It does not have an adverse impact on the function, safety and character of and accessibility to the local or strategic highway network;~~

f. Appropriate provision for car and cycle parking is made;

g. Road designs are well laid out and where appropriate incorporate highway safety measures, such as traffic management and traffic calming schemes, where appropriate

h. It is located within 400 metres walking distance of a bus stop or railway station with a suitable level of service wherever possible; and

i. It is accessible to all.

Where development does not meet all of these criteria or may be expected to have negative impacts, appropriate mitigation measures will be required at the developer's expense.

3. Development associated with the relinking of the Silver Jubilee Bridge to the pedestrian and cycle network will be supported, including the realignment of pedestrian and cycle links from Widnes Town Centre and Runcorn Old Town and the reconfiguration of the existing Bridge deck.

4. The Council will normally support work to improve canal towpaths and Public Rights of Way where they can provide key linkages from developments to local facilities.

### **Public Transport**

5. Development will only be permitted where it does not prejudice:

a. the integrity and function of the Runcorn Busway.

b. the use of Ditton Station as part of the public transport network,

c. the provision of additional rail tracks immediately to the north of the existing rail line between Hough Green Station and Widnes Station and,

MM027

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<sup>98</sup> Ultra low emission vehicle (ULEV) is the term used to describe any vehicle that:

- uses low carbon technologies
- emits less than 75g of CO<sub>2</sub>/km from the tailpipe
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- d. the safeguarding of the Ditton – Fiddlers Ferry – Warrington rail line

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

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

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

7. Development to support the creation of a multi modal public transport interchange at Runcorn Train Station will be supported, as part of a wider regeneration scheme for the area.
8. The Council will support provision of a rail based commuter Park and Ride scheme at:
- a. Ditton; and
  - b. Other locations where schemes would demonstrably reduce congestion, alleviate parking issues, or increase accessibility to employment for those in the most deprived areas.

MM027

### Transport Hubs

[New] The Council will seek to protect and enhance transport hubs where possible. Transport hubs have been identified at:

#### Existing Transport Hubs

- a) Runcorn Station Quarter
- b) Beechwood Bus Depot
- c) Hough Green Train Station
- d) Widnes Train Station
- e) Runcorn East Train Station

#### Proposed Transport Hubs

- f) Shaw Street/Station Road, Runcorn Station
- g) Ditton Station
- h) Victoria Road, Widnes
- i) Daresbury Train Station allocation

### **Waterways**

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

### **Road schemes**

10. The Council will continue to work with partners to support appropriate road schemes including:
- a. ~~JIA of the M56~~
  - b. Liverpool John Lennon Airport Eastern Access Transport Corridor

MM027

MM027	<p>11. Improvements to the following parts of the road network are proposed during the Plan period.</p> <ol style="list-style-type: none"> <li>A558 Daresbury Expressway;</li> <li>Watkinson Way / Ashley Way Gyratory;</li> <li>A562 Speke Road;</li> <li>A557 Access improvements; and</li> <li>Reconfiguration / improvement of infrastructure to the south of the SJB.</li> </ol> <p>Where necessary the routes of these improvements will be protected.</p> <p><b>Freight and Logistics</b></p> <p>12. Any development which generates significant movement of freight will be expected to locate where they are, or can be, served by water, <a href="#">air</a> or rail infrastructure in addition to having good road access.</p> <p>13. The following sites have been identified as Freight and Logistics hubs:</p> <ol style="list-style-type: none"> <li>Port Runcorn</li> <li>Port Weston</li> <li>3MG</li> </ol> <p>Development that could have a detrimental impact on the access to these hubs will be resisted.</p> <p><b>Intelligent Transport Systems (ITS)</b></p> <p>14. Halton as part of the LCR welcomes the use of new technologies including those that:</p> <ol style="list-style-type: none"> <li>Manage the flow of traffic around the Borough.</li> <li>Reduce transport emissions through the use of SMART vehicle technology.</li> <li>Provide smart transport solutions, enabling transport and journeys in general to become quicker and more efficient for residents and visitors to the borough.</li> </ol> <p><b>Transport Assessments and Travel Plans</b></p> <p>15. The Council will require the submission of a Transport Assessment or Transport Statement for Development proposals that are likely to generate significant numbers of trips, HGV movements and/or have location specific issues or traffic sensitivities. The level and content of supporting Transport Assessments/ Statements should be scoped with the Highway Authority prior to application.</p> <p>16. A travel plan will be required as part of a new development in all of the following circumstances:</p> <ol style="list-style-type: none"> <li>Major development proposals comprising jobs, shopping, leisure and services</li> <li>Smaller development proposals comprising jobs, shopping, leisure and services which would generate significant amounts of travel in or near to air quality management areas.</li> <li>Where the green travel plan will help to address a particular traffic problem associated with the proposal, which might otherwise have to be refused on local traffic grounds</li> <li>Proposals for new and expanded school facilities (school travel plan).</li> </ol> <p>Where a green travel plan is not required, developers will be encouraged to prepare one where appropriate in the interests of sustainability.</p>
	<b>Justification</b>

	10.2.	Halton's existing Sustainable Transport Network includes:
		i. Halton Greenway Network
		ii. Silver Jubilee Bridge public transport and walking routes
		iii. The Bridgewater Way, Mersey Way, Mersey Timberland Trail and the Trans Pennine Trail walking and cycling routes
		iv. Other walking and cycling routes including the Public Rights of Way, the Cycle Network and other access networks
		v. Halton Core Bus Network including the Runcorn Busway and Bus Priority Routes
		vi. Railway routes and stations
		vii. Bus interchanges and bus stops
		viii. Waterways, including towpaths
	10.3.	Although making the best use of the existing Sustainable Transport Network and infrastructure will be the main priority in Halton, patterns of growth for the Borough and in particular the urban regeneration areas may require improvements to the existing Sustainable Transport Network and the introduction of new sustainable routes and facilities. The existing Sustainable Transport Network will therefore be protected, and opportunities to improve the existing or provide new facilities and services, where appropriate, will be supported. This complements the goals set out within the Halton Local Transport Plan (LTP3) which is fundamental in the delivery of sustainable transport in Halton.
	10.4.	It is also imperative that the cross-boundary nature of travel is recognised and where appropriate, opportunities are taken to ensure that public transport, walking and cycling routes are integrated across boundaries. Working with neighbouring authorities will be supported in order to achieve sustainable cross boundary accessibility particularly in conjunction with the Liverpool City Region and Merseytravel.
	10.5.	The 'Greenway Network' is made up of off-road routes for walking and cycling and bridleways, connecting people to facilities and greenspaces in and around the urban areas and to the countryside.
	10.6.	High Speed 2 (HS2) is the most significant transport infrastructure project in the UK since the motorways were built in the 1950s and 1960s. It will provide a high speed rail line between London and Birmingham and on to Manchester and Leeds. Halton will benefit from these improvements by providing the opportunities to develop a half hourly rail service.
	10.7.	The re-opening of new stations and the creation of public transport hubs could enable more people to use the public transport network and therefore reduce the need for people to travel by private vehicle. Whilst improvements to the rail network could lead to improved services within the Borough and the wider area. Ditton Station in Widnes, on the London to Liverpool, was closed to passenger services in 1994. There is an opportunity for the re-opening of this station, particularly in light of proposed developments in the area. The newly opened Halton Curve in Runcorn provides a transport link between Liverpool, Runcorn and Chester and on to North Wales. The re-opening of the Shell Green route (Ditton – Warrington) would allow improved opportunities would allow improved opportunities for travel between Widnes and Warrington and could form part of the Trans-Pennine linkage. Additional rail tracks between Hough Green and Widnes North stations would provide a passing route allowing additional stops on the line, without prejudicing running speeds on the Trans-Pennine route.
	10.8.	The Council will require a Transport Assessment or Transport Statement to fully consider the impact of new development on the existing highway network, or where a cumulative impact is expected from different uses within a development or from a number of developments in the vicinity.
	10.9.	The effectiveness of these infrastructure improvements and measures in controlling traffic growth will need to be carefully monitored. This will primarily be achieved through the Halton Local Transport Plan and the Liverpool City Region Transport Plan.

<p><b>POLICY CONTEXT:</b></p> <table border="1"> <tr> <td>National Policy</td> <td colspan="13">NPPF (Principally paras 102, 103, 104, 105, 106 and 107) The policy complies with NPPD Promoting sustainable transport through requiring high quality walking and cycling routes, identifying sites and routes which could be critical in widening and developing transport infrastructure choices. .</td> </tr> <tr> <td>Local Evidence</td> <td colspan="13">•</td> </tr> </table>														National Policy	NPPF (Principally paras 102, 103, 104, 105, 106 and 107) The policy complies with NPPD Promoting sustainable transport through requiring high quality walking and cycling routes, identifying sites and routes which could be critical in widening and developing transport infrastructure choices. .													Local Evidence	•												
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## C2: Parking Standards

10.10.	This policy will consider parking standards within the following areas; Commercial and Residential developments, and extensions to existing premises/properties. The availability of parking in commercial areas has a major influence over how people choose to travel to their destination. The impact of poor parking standards in residential areas can affect the success of the overall development.
<p><b>Policy C2: Parking Standards</b></p> <ol style="list-style-type: none"> <li>1. All development must provide an appropriate level of safe, secure, accessible and viable parking, taking into account:                     <ol style="list-style-type: none"> <li>a. The accessibility of the site, including the availability of public transport;</li> <li>b. The type, mix and use of development;</li> <li>c. The availability of on-street parking or shared parking facilities; and</li> <li>d. An overall need to encourage the use of ultra low emissions vehicles.</li> </ol> </li> <li>2. The design and layout of the proposed parking must enable and encourage the maximum use of sustainable modes of transport, including provision for cyclists and ultra low emission vehicles.</li> </ol>	

	<p>3. The Council will require parking provision according to the standards set out in Appendix E. Any significant variation (+/- 10%) from these standards must be justified on a case-by-case basis, and would need to demonstrate there are no harmful impacts on the street scene or the availability of on-street parking.</p> <p>4. Where opportunities arise Halton would welcome car club facilities within commercial and high density areas.</p>
	<p><b>Justification</b></p>
10.11.	<p>The NPPF states that policies in development plans can set local levels of parking for residential and non-residential development and they should take into account, amongst other things, the accessibility of the site, the type, mix and use of development and the local levels of car ownership (para.105). It also states that plans should protect and exploit opportunities for the use of sustainable transport modes and that developments should be designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles (para.105).</p>
10.12.	<p>The necessary infrastructure for electric and alternative fuelled vehicles will depend on the prevailing vehicle technology requirements, but capacity should also be built into new development to allow for upgrading and advances in technology. This sort of provision allows for long term climate change mitigation as well as improvements in local air quality.</p>
10.13.	<p>The residential parking standards contained in this policy will apply to all developments involving the provision of 1 or more residential units (gross). Applications for extensions and alterations to existing dwellings should ensure that a suitable level of parking provision is made.</p>
10.14.	<p>The non-residential parking standards contained in this policy will apply to all developments that result in the creation of non-residential floorspace. This includes the extension and alteration of existing non-residential premises and all changes of use.</p>
10.15.	<p>Where mixed-use, residential and commercial developments are proposed, the parking requirements for each element should be calculated individually using the standards. However, where appropriate, the Council may consider the shared use of parking between residential and commercial elements where it can be justified.</p>
	<p><b>Parking Spaces</b></p>
10.16.	<p>Halton follows DfT guidance and principals when addressing the size of parking spaces. Standard unconstrained off road residential parking spaces in Halton are expected to be a minimum size of 2.5m x 5m if to be considered as a parking space, anything less than this would be not considered a parking space. Car parking spaces should be designed to ensure safe, convenient usage.</p>
10.17.	<p>In order to meet the needs of disabled people and those with restricted mobility. 10% of all car parking spaces shall be provided to mobility standard (minimum width 3.6 metres). No less than half of these spaces shall be signed as being for the exclusive use of disabled people. Where less than 10 car parking spaces are to be provided, at least one space shall be provided to 'mobility standard'. These should be provided in a safe and convenient location.</p>
10.18.	<p>Good quality parking facilities can add to the overall attractiveness of a residential or commercial area. Halton works to the manual for streets principal as per 6 bays a surface break should be applied. Halton follows DfT guidance with regard to</p>

		permeable surfaces in car parks to help alleviate drainage issues, further advice can be obtained from the Highways department.
<b>MM028</b>	10.19.	Provision of motorcycle parking should be made <del>within each large development site, defined as a site with a total of 25 or more car parking spaces. The standards for this is one motorcycle space for every 25 car parking spaces at a standard of 1 per 100 sqm with a minimum of 2.</del>
<b>MM028</b>	10.20.	Residential development should provide cycle parking to a suitable standard, be covered, secure and convenient to a standard of <del>2 spaces per family dwelling and one space per apartment/flat,</del> <u>1 per 100 sqm with a minimum of 2,</u> this can be included in internal storage.
	10.21.	Commercial development should provide facilities to encourage cycle use.
<b>MM028</b>	10.22.	Commercial developments ( <u>Use Class Office, Research and development, and light industry, B2 and B8</u> ) will be expected to provide long stay cycle parking in addition to car parking. The number of cycle spaces are calculated on a ratio of 1 cycle space to 10 car parking spaces with a minimum of 6 cycle spaces per new commercial development. The standard for long stay cycle parking should be overlooked, accessible, secure and covered provision. Other non-residential use classes will be considered on a case by case basis taking into account location, staff number and dwell times.
	10.23.	Car Parking requirements can be seen at Appendix E:

POLICY CONTEXT:	
National Policy	NPPF (Principally paras 105, 106 and 107) In compliance with the NPPF Policy C2 Parking Standards takes into account accessibility of the site, the type and mix of development and encouraging the use of low emission vehicles..
Local Evidence	•

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
							Y	Y					

Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and Landscape	Population and Human Health	Social Inclusiveness	Local Economy and Employment	Housing	Transportation
	0	0	0	0/+	0/+	0/+	0	0	0	0	+

### **C3: Delivery of Telecommunications Infrastructure**

	10.24. As part of the Liverpool City Region the Council recognises that the implementation and maintenance of effective communications infrastructure within the Borough are essential to the development of the local economy and for the benefit of the local community.
	10.25. With the growth of services such as mobile internet access, demand for new telecommunications infrastructure is continuing to grow. However, the Council is committed to ensuring that such developments are appropriately designed and sited in accordance with the principle of minimising impacts.
MM029	<p><b>Policy C3: Delivery of Telecommunications Infrastructure</b></p> <ol style="list-style-type: none"> <li>1. The Council encourages and supports proposals for the provision, upgrading and enhancement of wireless and fixed data transfer and telecommunications networks and their associated infrastructure.</li> <li>2. Proposals for the delivery of communications infrastructure will normally be granted permission where they: <ol style="list-style-type: none"> <li>a. Have no significant adverse effect on the external appearance of the building on which, or space in which, they are located;</li> <li>b. Preserve or enhance the natural and historic environment;</li> <li>c. Have fully explored and utilised, as appropriate, technologies to miniaturise and camouflage any telecommunications apparatus;</li> <li>d. Are appropriately designed, coloured and landscaped to take account of their setting;</li> <li>e. Have no significant adverse impact on the visual amenities of neighbouring occupiers;</li> <li>f. Have no detrimental impact on the safe and satisfactory functioning of the highways; and</li> <li>g. <del>Have special regard to the Green Belt;</del></li> </ol> </li> <li>3. Development proposals for communication infrastructure should demonstrate that there will be no significant and irremediable interference with electrical equipment, air traffic service or instrumentation operating in the national interest.</li> <li>4. Development proposals for communication infrastructure will only be accepted where they are certified to be in conformity with the latest national guidelines on radiation protection. This will include consideration of both individual and cumulative effects of the apparatus having regard to any other significant electromagnetic field generation in the locality.</li> <li>5. Developers will be required to work with appropriate providers to deliver the necessary physical infrastructure to accommodate information and digital communications networks as an integral part of all appropriate new development.</li> </ol>
	<b>Justification</b>

	10.26. This policy applies to all forms of communications infrastructure, including public and private fixed and wireless broadband networks for the high speed transmission of data, telecommunications masts and other apparatus for mobile phone operators, public CCTV and webcams, installations required by the broadcast media and communications technology needed to serve particular business sectors.																												
	10.27. In assessing applications for all forms of communications infrastructure, the Council will work with prospective developers and operators to identify the most efficient, practicable and environmentally acceptable solutions for the location(s) in which the infrastructure is proposed, taking account of the standing advice to encourage and facilitate the development of such networks in the NPPF.																												
	10.28. Developers will be expected to work with infrastructure providers to ensure that all buildings provide high speed ready in-building infrastructure, and to continue to work with providers as technology evolves to ensure that Halton maintains its good communication links.																												
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	0/+	0	0	0	0	0/+	0	0/+	+	0	0																		

## C4: Operation of Liverpool John Lennon Airport

	10.29. Liverpool John Lennon Airport is a major commercial aerodrome located on the edge of Halton. Flightpaths into and out of the airport traverse Halton, and poorly considered development within the borough has the potential to adversely impact the safe operation of air traffic in the locality.

**Policy C4: Operation of Liverpool John Lennon Airport****Public Safety Zone**

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

**Runway End Safety Area (RESA)**

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

**Height Restriction Zone (HRZ)**

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

**Airport Development**

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

**New Development in the Vicinity of LJLA**

7. New developments in the vicinity of LJLA will be required to be designed to comply with airport safety requirements and should not impede the operational requirements of the Airport. Developments which increase risk to airport safety or impede operational requirements will be resisted.

MM030

8. ~~New major developments in the vicinity of LJLA should have regard to, and comply with, (where appropriate) the Airport Surface Access Strategy (2016), or updates where approved by Halton Borough Council.~~

**Airport Parking**

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

**Justification**

- |        |  |
|--------|--|
| 10.30. | In determining planning applications for development, the Council will have regard to potential impact on the safe operation of Liverpool John Lennon Airport.   |
| 10.31. | The Civil Aviation Authority defines Public Safety Zones (PSZs) for major aerodromes. It seeks to limit the number of people usually resident or present on land within the PSZ to limit the risk to persons on the ground in the event of an aircraft related accident.   |
| 10.32. | The Department for Transport Circular 1/2010, Control of Development in Airport Public Safety Zones, should be consulted for further information. There is a general presumption against new development, but some types of development may be acceptable in these areas such as extensions, alterations or change of use, which would |

	not reasonably be expected to increase the number of people living, working or congregating within the public safety zone.						
	10.33. PSZs are based upon risk contours modelled looking fifteen years ahead, in order to allow a reasonable period of stability after their introduction. They are remodelled at intervals of about seven years. With regards to the proposed runway extension the contours of the PSZ will be remodelled in line with current government guidance. Should the runway extension proceed, the 1-in-100,000 pa risk contour would extend over a larger area in the vicinity of Hale. However, preliminary work has shown the revised 1-in-10,000 pa risk contour would not include any additional residential dwellings outside those that the Airport has already acquired, or sought to acquire.						
	10.34. The Runway End Safety Area (RESA) is a safety requirement for all licensed aerodromes. The size of the RESA is determined by a number of interrelated factors including aircraft mix and activity levels for an airport. This area should be kept free of obstacles other than essential aerodrome lighting and navigational aids.						
	10.35. The nature of airport operations is such that inappropriate developments close to, but not within the airports physical boundary can have potentially hazardous implications. Safeguarding zones around airports and aerodromes are established by the Secretary of State and defined on safeguarding maps issued by the Civil Aviation Authority and the Secretary of State for Defence. They define certain types of development which, by reason of their height, attraction to birds or inclusion of or effect on aviation activity require prior consultation with the airport or aerodrome operator.						
	10.36. Safeguarding zones around air navigation facilities are established by National Air Traffic Services Ltd (NATS) and defined on safeguarding maps issued by them. They define certain types of development which because of their height or effect on aviation activity require prior consultation with NATS. Government advice in ODPM Circular 01/2003 sets out detailed guidance on how the safe and efficient operations can be secured.						
	10.37. The Council is notified by the Civil Aviation Authority that they wish to be consulted about certain types of development around airports to ensure that the safe passage of air traffic will not be interfered with by, for example, high buildings or waste facilities which might attract large populations of birds near airports. The varying height zones cover the Borough and are therefore not shown on the Policies Map but the Council does keep records of the appropriate Zones and Areas.						
<b>MM030</b>	<u><a href="#">[New] New major developments in the vicinity of LJLA should have regard to, and comply with, (where appropriate) the Airport Surface Access Strategy (2016), or updates where approved by Halton Borough Council.</a></u>						
	10.38. In accordance with policy C4: Parking Standards the development of airport car parks outside of the boundary of LJLA will not be permitted. Car parks outside of the boundary of the airport have the potential to undermine the Airport Surface Access Strategy and its principle objective of improving access to the Airport by sustainable transport modes.						
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	0	0	0	0	0	0	0	0	0/+	0	0/+		

# II. HALTON'S CENTRES

## HCI: Vital and Viable Centres

	<p>11.1. High street shopping in town, district and local centres is under considerable pressure from the effects of the recession on consumer spending, and continuing growth in internet trading. The scale, use and nature of town centres is changing and policy must seek to support the vitality and viability of our centres and their role at the heart of our communities, by seeking to concentrate retail and major leisure developments within existing centres and allow appropriate diversification within centres to widen usage</p>
<p>MM03 I</p> <p>MM03 I</p> <p>MM03 I</p>	<p><b>Policy HCI: Vitality and Viability of Centres</b></p> <p><b>Town and District Centres</b></p> <ol style="list-style-type: none"> <li>1. Retail and other main town centre uses should be located within the centres identified in strategic Policy CS(R)5 and identified on the Policies Map.</li> <li>2. Within Halton's centres, development proposals for retail and other main town centres uses will be supported where they:       <ol style="list-style-type: none"> <li>a. Are of a size and scale appropriate to the position of the centre in the identified hierarchy in CS(R)5;</li> <li>b. Retain or enhance the centre's character, appearance, vitality and viability;</li> <li>c. Sustain or enhance diverse town centre uses and customer choice;</li> <li>d. Do not detrimentally effect local amenity;</li> <li>e. Capitalise on the Borough's natural assets and greenspaces; and</li> <li>f. Are readily accessible by public transport, walking and cycling.</li> </ol> </li> <li>3. Within Halton's centres, the use of upper floors for non-retail uses will be supported, subject to the use being suitable to the function of the centre and other policies in this plan.</li> <li>4. Within town / district centres outside of the Primary Shopping Area, change of use to residential may be appropriate (subject to the provisions of other policies in this Plan, particularly polices GR1 and GR2).</li> <li>5. Proposals for retail uses at edge of centre locations will be permitted where:       <ol style="list-style-type: none"> <li>a. It is demonstrated through the sequential approach that there are no appropriate town centre sites available <b>in the Primary Shopping Area</b> and that the proposed location is the most preferable in light of the alternatives considered; <b>and</b></li> </ol> <p>[New] <b><u>The site is located within a well-connected area, within 300m of the primary shopping area; and</u></b></p> <ol style="list-style-type: none"> <li>b. The proposal complied with the criteria set out in section 2 above.</li> </ol> </li> <li>6. Proposals for retail uses in out-of-centre locations will only be permitted where:       <ol style="list-style-type: none"> <li>a. It is demonstrated through a sequential test that there are no appropriate <del>town-centre or edge-of-centre</del> <b>sites in the Primary Shopping Area or edge of centre sites</b> available, or likely to be available within a reasonable timeframe;</li> </ol> </li> </ol>

<p><b>MM03 I</b></p> <p><b>MM03 I</b></p> <p><b>MM03 I</b></p>	<p>b. The proposal has been subject to impact assessment as set out in accordance with Table HCI.1 below, and will not demonstrably harm centres within its catchment</p> <p><u>[New] Proposals for non-retail town centre uses in edge of centre locations will only be permitted where:</u></p> <p>a. <u>It is demonstrated through the sequential approach that there are no appropriate town centre sites available and that the proposed location is the most preferable in light of the alternatives considered;</u></p> <p>b. <u>The proposal for non-retail use is location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange.</u></p> <p>7. Retail and leisure proposals outside of the Primary Shopping Area, above the following thresholds will be subject to an impact assessment;</p> <table border="1" data-bbox="411 779 1197 1102"> <thead> <tr> <th colspan="3">Table HCI.1 Threshold got Impact Assessment</th> </tr> <tr> <th rowspan="2">Centre</th> <th colspan="2">Floorspace Threshold (sq.m gross)</th> </tr> <tr> <th>Convenience Goods</th> <th>Comparison Goods</th> </tr> </thead> <tbody> <tr> <td>Widnes Town Centre</td> <td>1,500 sq.m</td> <td>1,500 sq.m</td> </tr> <tr> <td>Halton Lea Town Centre</td> <td>1,000 sq.m</td> <td>1,000 sq.m</td> </tr> <tr> <td>Runcorn Old Town</td> <td>500 sq.m</td> <td>500 sq.m</td> </tr> </tbody> </table> <p>8. The retention and enhancement of the Borough's market will be encouraged.</p> <p><b>Local Centres</b></p> <p>9. Within the Local Centres identified in policy CS(R)5 the primary retail role of the centre will be safeguarded. Other uses will be supported where they complement the existing role of these centres, provided that the proposal:</p> <p>a. meets the retail needs of residents within the local neighbourhood; and</p> <p>b. would not reduce the number of <b>A+</b> retail units in any local centre to below 50% of the units used for commercial purposes.</p> <p>10. Additional or replacement convenience retail units (up to 280 sqm net<sup>99</sup>) within or immediately adjacent to a defined Local Centre will be supported.</p> <p><b>Individual Shops</b></p> <p>11. Individual shops, not specifically defined on the Policies Map, will be safeguarded for <b>A+</b> retail purposes, unless it is demonstrated that the existing use and/or any other retail use is no longer viable within that specific location.</p>	Table HCI.1 Threshold got Impact Assessment			Centre	Floorspace Threshold (sq.m gross)		Convenience Goods	Comparison Goods	Widnes Town Centre	1,500 sq.m	1,500 sq.m	Halton Lea Town Centre	1,000 sq.m	1,000 sq.m	Runcorn Old Town	500 sq.m	500 sq.m
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	<p><b>Justification</b></p>																	
	<p>11.2. This policy seeks to maintain the compactness, convenience and attractiveness of Halton's existing centres to shoppers and thereby helping to sustain their vitality and viability and that of the centre as a whole. Whilst recognising that retail markets change quickly and ensuring that</p>																	

<sup>99</sup> Consistent with provisions of the Sunday Trading Act 1994

	<p>the policy is flexible enough to respond to change. This policy is considered to be in line with the NPPF, which states that 'Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation'<sup>100</sup>.</p>																											
	<p>11.3. Main town centre uses are defined in the NPPF as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centre, bingo halls); and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities) and offices;</p>																											
	<p>11.4. When determining planning applications for development, the Council will, wherever appropriate, actively promote a high standard of building design and public realm, including the enhancement of landscaped areas, town centre linkages, community facilities and transport facilities.</p>																											
MM031	<p>11.5. The primary shopping area identified within Halton Lea, Runcorn and Widnes is considered to be “the Centre” for the purposes of the sequential approach to retail. <del>This means that locations within a centre but outside of the primary shopping area are considered to be edge-of-centre for this form of development</del> <u>Edge of Centre for retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange..</u></p>																											
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	0	0	0	0	0	+	0	0	+	0	+																	

<sup>100</sup> NPPF 2021

## HC2: Retail and Town Centre Allocations

- 11.6. The Halton retail Study 2017 identified potential expenditure capacity for modest retail development within Halton. A number of potential town centre schemes and additional local centres associated with major residential commitments have been identified.

### Policy HC2: Retail and Town Centre Allocations

1. The following sites, as identified on the Policies Map, will be allocated for appropriate Town Centre Uses to deliver the Core Strategy requirements.

#### Runcorn

Ref	Site	Brownfield/ Greenfield	Size (Ha.)	Proposed Use
TC1	Land to the north of the Brindley (former Brindley Mound), Runcorn Old Town	Brownfield	0.42	Retail & Leisure
TC2	Bus Interchange, Car Park and Former HDL, Runcorn Old Town	Brownfield	0.54	Retail
TC5	East Lane House	Brownfield	1.14	Mixed (Retail, Leisure & Residential)
TC6	Sandymoor Local Centre	Greenfield	1.35	Retail
TC7	TA Centre	Brownfield	1.44	Mixed (Retail & Residential)
TC8	Library, Grosvenor House, Former Magistrates Court, Police Station et al, Halton Lea	Brownfield	2.32	Mixed (Office, Retail, Leisure and Residential)
TC10	Daresbury Local Centre	Greenfield	0.39	Retail

#### Widnes and Hale

Ref	Site	Brownfield/ Greenfield	Size (Ha.)	Proposed Use
TC3	Widnes Retail Park (Phase 2)	Brownfield		Retail
TC9	Albert Square car park	Brownfield		Retail
TC11	South Widnes (West Bank)	Brownfield		Retail

#### Justification

- 11.7. The Halton Retail Study identified modest retail expenditure headroom to support additional new retail floorspace.

	<p>11.8. Recent experience within Halton, as with other areas, has seen, often national multiple, retailers cease trading with their former units lying vacant for extended periods. Given the fragility in the retail market, these units often convert to other uses. Retail proposals that would normally have been expected to be delivered have struggled to secure pre-lets and have been developed for other uses. This fragility has been seen in town and in out-of-centre locations such as B&amp;Q (Widnes Waterfront) and Homebase (Bridge Retail Park).</p>																												
	<p>11.9. Accordingly, the Plan seeks to allocate key sites within existing centres with some of these allocations allowing flexibility for alternative uses or mixed use schemes.</p>																												
<p><b>Local Centres</b></p>																													
	<p>11.10. Halton, mostly has a reasonable quantitative coverage of local centres to serve the general day-to-day shopping needs of its residents.</p>																												
	<p>11.11. The Council has completed a Food Access Study<sup>101</sup> looking at the availability of items from a standard basket of fresh foods across the boroughs centres. Overall the study found that there was good availability of food in the borough with 77% of residents living within 500m of a retail shop with good food availability. This identifies qualitative deficiencies that may support bolstering local shopping provision in certain locations.</p>																												
	<p>11.12. One area with noticeably poor provision is the West Bank residential area which is geographically remote from larger stores and has only modest retail provision. Land is allocated for a potential new local centre to serve this community.</p>																												
	<p>11.13. Sandymoor and Daresbury in east Runcorn are significant new residential development areas remote from existing retail provision. Sandymoor Local Centre is being progressed by the Homes England (as successor to the New Town), whilst Daresbury is envisaged to serve the needs of both new residents and those employed within the Daresbury Enterprise Zone campus.</p>																												
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<sup>101</sup> HBC (2018) Food Access Study

Appraisal	0	0	0	0	0	+	0	0	+	0	0
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### HC3: Primary Shopping Areas

	11.14.	The National Planning Policy Framework provides for Local Plans to define Primary Shopping Areas that include a high proportion of retail uses, while providing for a more varied mix of uses elsewhere in the town centre area. The Primary Shopping Area for each of the centres will help to maintain a focussed and concentrated shopping core at the heart of each centre with uses to draw people into the centres.
MM032		<p><b>Policy HC3: Primary Shopping Areas</b></p> <p><b>Primary Shopping Areas</b></p> <ol style="list-style-type: none"> <li>1. Within the defined Primary Shopping Areas, the use of ground floor units <b>A1</b> retail, <b>A2</b> (Professional Services) or <b>A3</b> (food &amp; drink) uses will generally be supported where they provide an active daytime frontage.</li> <li>2. Within the defined Primary Shopping Areas, the use of ground floor units for <del>non-A1, A2 and A3</del> <b>Shops, Financial / Professional Services, Restaurants, Cafe</b> uses will be permitted where: <ol style="list-style-type: none"> <li>a. The overall proportion of <b>A1, A2 and A3 retail</b> uses will not fall below 60% of units, unless the unit has been shown to not be viable for <del>A1, A2 or A3</del> <b>Shops, Financial / Professional Services, Restaurants, Cafe</b> use after sufficient effective marketing, and is currently vacant;</li> <li>b. The continuity of the retail frontage is maintained, normally with no more than two adjacent non <b>A1, A2 or A3 retail</b> <b>Shops, Financial / Professional Services, Restaurants, Cafe</b> frontages;</li> <li>c. It can be demonstrated that the proposal would not reduce the pedestrian footfall; and</li> <li>d. An active frontage is provided.</li> </ol> </li> </ol>
		<b>Justification</b>
MM032	11.15.	Retailing has undergone unprecedented changes over recent years, with many major retailers disappearing and once vibrant centres struggling. Traditionally, planning policy has sought to preserve the retail core of centres almost exclusively for <b>A1</b> retail uses. Many Local Plans, Halton's included, have seen policy lag behind real world events and potentially hinder centres by seeking to preserve units for <b>A1 Shops, Financial / Professional Services, Restaurants, Cafe</b> use, where there is not the commercial demand.
	11.16.	How people use centres has changed. There has been significant growth in cafes and coffee shops with people visiting centres to meet friends and socialise as well as for shopping. Such <del>A3 food and drink</del> <b>Restaurants and Cafe</b> uses can add significantly to a centres vitality and can add local distinctiveness with the presence of local independent traders as well as national brands.
	11.17.	The assessment of applications within the Primary Shopping Areas will consider: <ol style="list-style-type: none"> <li>i. The location and prominence of the premises within the shopping frontage.</li> </ol>

	ii. The floorspace and length of frontage of the premises.																											
<b>MM032</b>	iii. The number, distribution and proximity to other premises <b>within Use Classes A1, A2 to A5, for Shops, Financial / Professional Services, Restaurants, Cafes to Hot Food Take-aways</b> , or with planning permissions for such uses.																											
	iv. The nature and character of the use proposed, including the level of pedestrian activity associated with it.																											
	v. The level of vacancies in ground floor properties.																											
	vi. Whether the proposed use would give rise to noise or other environmental problems and conflict with other policies in this plan																											
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## **HC4: Shop Fronts, Signage and Advertising**

	11.18. Shopfronts, signage and advertising can have a significant impact on the character of an area. It is important to ensure that these make a positive contribution to the building on which they are located and to the surrounding area.				
<b>MM033</b>	<table border="1"> <thead> <tr> <th colspan="2">Policy HC4: Shop Fronts, Signage and Advertising</th> </tr> </thead> <tbody> <tr> <td>I.</td> <td>Proposals for new and altered shop fronts will be permitted provided that all of the following criteria are complied with:           <ol style="list-style-type: none"> <li>Be appropriate to the building in which they are set in terms of proportions, detailing and materials.</li> <li>Respect the context of the street or space in which they are set; and</li> <li>Accommodate the shop signage in a way that contributes to the overall design.</li> </ol> </td> </tr> </tbody> </table>	Policy HC4: Shop Fronts, Signage and Advertising		I.	Proposals for new and altered shop fronts will be permitted provided that all of the following criteria are complied with: <ol style="list-style-type: none"> <li>Be appropriate to the building in which they are set in terms of proportions, detailing and materials.</li> <li>Respect the context of the street or space in which they are set; and</li> <li>Accommodate the shop signage in a way that contributes to the overall design.</li> </ol>
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I.	Proposals for new and altered shop fronts will be permitted provided that all of the following criteria are complied with: <ol style="list-style-type: none"> <li>Be appropriate to the building in which they are set in terms of proportions, detailing and materials.</li> <li>Respect the context of the street or space in which they are set; and</li> <li>Accommodate the shop signage in a way that contributes to the overall design.</li> </ol>				

MM033	<p>2. Proposals for shop front security measures will be permitted provided that they are accommodated in an unobtrusive manner and do not include any of the following:</p> <ol style="list-style-type: none"> <li>a. The blanking out of windows.</li> <li>b. Projecting shutter boxes.</li> <li>c. Unperforated roller shutters.</li> <li>d. Galvanised finishes.</li> </ol> <p>3. In considering applications for advertisement consents or enforcing the discontinuance of a display after the specific period, if considered reasonable, all of the following criteria will be considered:</p> <ol style="list-style-type: none"> <li>c. Advertisements should be compatible with the character of their surroundings, including the scale and detailing of any building against which they are seen, by reason of their size, siting, height above ground level, materials, colour and design.</li> <li>d. Free-standing displays should be integrated with their surroundings by appropriate design and landscaping.</li> <li>e. Advertisements on buildings should appear as an integral and not a dominant feature of the building.</li> <li>f. Advertisements should <del>not conflict with the character, appearance, architecture, setting or historical merits of Conservation Areas and Listed Buildings</del> <u>conserve and enhance those features which contribute to the significance of heritage assets and their setting, including where relevant character, appearance, architecture and setting.</u></li> <li>g. The advertisement should not lead to intrusive visual clutter.</li> <li>h. The advertisement should not prejudice the amenity of the occupiers of nearby dwellings or other buildings, either by reason of inappropriate design or means of illumination.</li> <li>i. In the right locations, (and in particular in relation to free-standing poster displays) whether advertisements can offer the opportunity to secure vitality and environmental benefits, by screening eyesores and redevelopment sites or providing a solution of the use of marginal land left by road works, albeit on a temporary basis where appropriate.</li> <li>j. The effect of the advertisement upon the highway safety, the safe use and operation of any form of traffic or transport safety of pedestrians.</li> <li>k. An advertisement should not impede the visibility of road users in the vicinity of junctions, access, bus stops and crossing points.</li> </ol>
	<b>Justification</b>
	<p>11.19. Councils level of control for over adverts is limited to their effect on amenity and public safety and not all adverts need consent<sup>102</sup>. Amenity is defined as both the visual and aural amenities of advertisements. Public safety principally relates to the dangers to road users, such as obstructions to sight lines or illuminated signs causing glare. Where consent is required, the Council will carefully consider proposals for advertisements and illumination, particularly in areas largely residential in character where</p>

<sup>102</sup> Town and Country Planning (Control of Advertisements) (England) Regulations 2007(as amended)



but perform a social or community role i.e. sport, recreational and leisure facilities including local pubs and hotels.

MM034

### Policy HC5: Community Facilities and Services

1. The Council in partnership with service providers will plan for the following community facilities up to 2037:
  - Education
  - Health and Social Care Facilities
  - Sport and Leisure Facilities
  - Youth Facilities
  - Community Facilities
  - Cultural Facilities
2. The Council will support the retention and enhancement of existing Community Facilities.
3. The Council will support the development of new Community facilities, within or adjacent to the town centres, district and local centres identified in policy CS(R)5 and on sites allocated in policy HC2 , or the enhancement , extension or refurbishment of an existing Community Facility, provided that:
  - a) The facility is accessible by walking, cycling and public transport.
  - b) The proposal would not give rise to significant traffic congestion or road safety problems.
  - c) Any new buildings, extensions and structures are well designed, of an appropriate scale, in keeping with the character of the area and appropriately landscaped.
4. Outside of the town and district and local centres the Council will support the development of new Community Facilities, provided that:
  - a) The proposal is accompanied by a supporting statement which demonstrates the sustainability of the proposed location.
  - b) A sequential approach has been applied in selecting the location of the site in accordance with policy HCI.
  - c) The facility is accessible by walking, cycling and public transport.
  - d) The proposal would not give rise to significant traffic congestion or road safety problems.
  - e) Any new buildings or structures are well designed and appropriately landscaped.
  - f) The proposal is of a design, character, type, size, scale and appearance appropriate to the location.

Loss of Community Facilities
5. Proposals involving the loss of community facilities land or buildings will only be permitted where it is demonstrated that:
  - a) The loss of the existing community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality; or
  - b) The building or site is no longer suitable or viable to accommodate the current community use, or the use has already ceased, and the building or site cannot viably be retained or sensitively adapted to accommodate other community facilities; or

AM018	<p>c) In the case of commercial community facilities, whether the use is no longer viable (applicants will need to submit evidence to demonstrate that the site is no longer viable for that use</p> <p>d) <del>marketing</del> <u>Marketing</u> of the land/property will be required to indicate that there is no demand for the land/property in its existing use.</p> <p>e) Details if the current occupation of the buildings, and where this function would be relocated, will also be required.</p> <p>f) Where an application relies upon a marketing exercise to demonstrate that there is no demand for the land/premises in its current use, the applicant will be expected to submit evidence to</p>
AM018	<p>g) <del>demonstrate</del> <u>Demonstrate</u> that the marketing was adequate and that no reasonable offers were refused. This will include evidence demonstrating that:</p> <ul style="list-style-type: none"> <li>• The marketing has been undertaken by an appropriate agent or surveyor at a price which reflects the current market or rental value of the land/premises for its current use and that no reasonable offer has been refused.</li> <li>• The land/premises has been marketed for an appropriate period of time which will usually be for 12 months.</li> <li>• The land/premises has been regularly advertised and targeted at the appropriate audience. Consideration will be given to the nature and frequency of advertisements in the press or specialist trade networks etc. and contact with local property agents.</li> <li>• The community facility can be fully retained, enhanced or reinstated as part of any redevelopment of the building or site; or</li> <li>• Alternative replacement community facilities are provided in a suitable alternative location.</li> </ul> <p><u>Halton Hospital Campus</u></p>
MM034	<p>6. Proposals involving enhancement or redevelopment within the Halton Hospital campus for health and wellbeing uses will be supported. The following uses may also be acceptable on surplus land within the site where they do not compromise the principal use of the site for health care provision;</p> <p>a) Residential Institutions</p> <p>b) Residential</p> <p>c) Non-residential institutions (<u>Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres</u>)</p> <p>d) Leisure uses</p> <p>e) Hotel; and</p> <p>f) Offices</p>
<b>Justification</b>	
11.24.	Community facilities and services are generally welcomed within the Borough, providing employment and entertainment for local people. However, it can have negative impacts on the surrounding area if located insensitively; is out of scale with its context; or does not take account of the local character and appearance.
11.25.	The importance of planning for and cultural facilities is emphasised in the NPPF stating that strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for community facilities. This is supported by guidance in paragraph 92 of the NPPF which states that to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should guard

	against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.																												
11.26.	The Council encourages the provision of new community facilities and protection of existing community facilities. They act as the focus of community activity and contribute towards community cohesion.																												
11.27.	When making an assessment of the importance of the community facility consideration should be given to:																												
	i. Local need and demand for the existing community facility or other community facilities that are willing and able to make use of the building(s) or site;																												
	ii. The extent and quality of local provision of the existing community facility;																												
	iii. The nature, pattern and frequency of activities taking place at the site;																												
	iv. Its contribution to the diversity of community facilities in the locality;																												
	v. The accessibility of the site and other local community facilities by walking, cycling and public transport;																												
	vi. Whether the site or building has been listed as an asset of community value.																												
11.28.	Halton Hospital occupies a number of interlinked buildings on a large campus close to Halton Lea. A number of the buildings are no longer considered to meet modern standards and the NHS Trust is exploring options to redevelop the site to retain or enhance the current level of service within more efficient, modern and sustainable accommodation. This process is likely to be guided by a Masterplan for the overall site that has the potential to identify sections of the site as surplus to the Trust's requirements. Alternative uses on any such surplus land will be appropriate where they do not compromise the principal use of the site for health and wellbeing uses.																												
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## HC7: Visitor Attractions

- 11.29. Tourism is an important cultural and economic driver for the Liverpool City Region economy and harnessed well it can provide additional facilities for local residents, a source of employment and a driver to enhance the sense of place. Tourist facilities can help to preserve heritage assets such as Norton Priory, provide a valuable educational resource for local history such as the Catalyst Science Discovery Centre or make use of the Boroughs natural assets such as its greenspaces and waterways.

### Policy HC7: Visitor Attractions

1. The Council will protect and enhance the assets and attractions of Halton that attract visitors and investors to Halton. This will be achieved through:
  - a. The protection of visitor attractions and assets identified on the policies map and illustrated within Appendix F;<sup>104</sup>
  - b. Promoting the enhancement and expansion of existing visitor attractions and tourist accommodation;
  - c. Encouraging sustainable transport to visitor attractions, tourist and cultural sites; and
  - d. Resist development that would affect an existing visitor attraction if it would be likely to detract from the function, appearance, significance or setting of the attraction.
2. All visitor attractions located within or adjacent to Widnes Town Centre, Runcorn Town Centre, Runcorn Old Town District Centre or on the Borough's waterfronts will be considered acceptable where they:
  - a. Are accessible by a variety of modes of sustainable transport, including public transport, cycling and walking; and
  - b. Would not lead to unsatisfactory traffic conditions or other nuisance; and
  - c. Assist in delivering improvements to the green infrastructure within the local area; and
  - d. Are appropriate in size and do not result in an adverse impact on the visual amenity of the area.
3. Where a visitor attraction is not to be located within or adjacent to Widnes Town Centre, Runcorn Town Centre, Runcorn Old Town District Centre or on the Borough's waterfronts it must:
  - a. Be for the expansion of an existing visitor attraction or located within an existing building; and
  - b. Be of an appropriate scale and character for its location; and
  - c. Be accessible by a variety of modes of sustainable transport, including public transport, cycling and walking; and
  - d. Not lead to unsatisfactory traffic conditions or other nuisance; and
  - e. Assist in delivering improvements to the green infrastructure within the local area; and
  - f. Be visually unobtrusive and not result in an adverse impact on the visual amenity of the area.
4. The co-location of visitor attractions will be encouraged and where appropriate they should be used to create hubs.

<sup>104</sup> Except where a visitor attraction falls within an allocation site; the allocation will take precedent over the visitor attraction.

	<p>5. Where appropriate the Council will generally support the development of small scale ancillary complementary services at existing or emerging visitor attractions within the Borough.</p> <p>6. Developments which are likely to increase harm through visitor pressure within internationally designated sites will not be supported, unless it can be demonstrated that there are both no alternatives and imperative reasons of over-riding public interest.</p>																												
	<b>Justification</b>																												
11.30.	The visitor economy is one of the Liverpool City Region’s great success stories. Overall, it contributes over £3.8bn to the local economy, provides 7% of overall GVA (£1.52bn out of a total £23bn) and supports over 49K jobs representing 8% of the employment base in the City Region. <sup>105</sup>																												
11.31.	This policy is intended to protect and enhance the unique features of Halton, which help to attract visitors to the area, whilst encouraging investment. From abbeys to science, writers to waterways, Halton has something to offer everyone.																												
11.32.	Ancillary complementary services could include catering facilities, small scale retail (up to 280 sqm net <sup>106</sup> ) and Restaurants and Cafes.																												
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<sup>105</sup> Liverpool City Region Visitor Economy Board, Visitor Economy Investment Plan for Growth 2016 – 2025 (July 2016)

<sup>106</sup> Consistent with provisions of the Sunday Trading Act 1994

## HC8: Food and Drink

	11.33.	The nature and role of town centres is changing, with retailing declining in relative importance and the role of leisure uses including food and drink increasing. Dwell time, the length of time people spend in a centre per visit is an important contributor to vitality and viability. The food and drink economy is a fundamental part of this, from coffee shops and cafes that allow people to meet and socialise in town, or restaurants that can extend activity in a centre beyond normal trading hours.
	11.34.	However, a balance needs to be found between residential amenity and a good night out; with a wide cross section of people attracted into the town and district centres in the evening.
<b>MM035</b>		<b>Policy HC8: Food and Drink</b>
<b>MM035</b>	1.	Development of food and drink uses <sup>107</sup> ( <del>Use Classes A3-A4</del> ) including restaurants, late night bars or pubs and ( <del>Use Class A5</del> ) Hot Food Takeaways <sup>108</sup> (subject to the additional criteria below), will be acceptable provided that they would not harm the character of the area, residential amenity and / or public safety, either individually or cumulatively. The following impacts will be taken into consideration: <ul style="list-style-type: none"> <li>a. noise, fumes, smells, litter and late night activity;</li> <li>b. the availability of public transport and parking;</li> <li>c. highway safety;</li> <li>d. access for servicing;</li> <li>e. storage for refuse and recycling;</li> <li>f. the appearance of the building, frontage, flues and other installations;</li> <li>g. the number, distribution and proximity of other existing, or proposed, restaurants, hot food takeaways and late night bars or pubs;</li> <li>h. potential for crime and anti-social behaviour;</li> <li>i. impact on the promotion of healthy lifestyles.</li> </ul>
<b>MM035</b>	2.	Hot Food Takeaways ( <del>Use Class A5</del> ) will only be supported where: <ul style="list-style-type: none"> <li>a. it is located within a designated town or district <del>and local</del> centre and will not result in; <ul style="list-style-type: none"> <li>i. <u>5% or more of the total ground floor commercial units within a primary shopping area being hot food takeaways.</u></li> <li>ii. <del>A5 becoming the dominant use, or more than two units or 10% or more</del> of the total ground floor <u>commercial</u> units <u>within the remaining (non-primary shopping area) town centre areas (whichever is the greater)</u> being <u>a hot food takeaways, or and</u></li> <li>iii. <u>Less than two non A5 hot food takeaway commercial units on the same frontage, or a road,</u> between hot food takeaways,</li> </ul> </li> <li>b. <u>it is located within a designated local centre and will not result in hot-food takeaways becoming the dominant use, or more than two units or 10% of the total ground floor commercial units (whichever is the greater) being a hot food takeaway,</u></li> </ul>
<b>MM035</b>		

<sup>107</sup> Use class E(b) and former Uses Class A4<sup>108</sup> Formerly Use Class A5 (now Sui Generis)

c. it is located more than 400m from primary or secondary schools, sixth form colleges, playing fields and children’s play spaces.

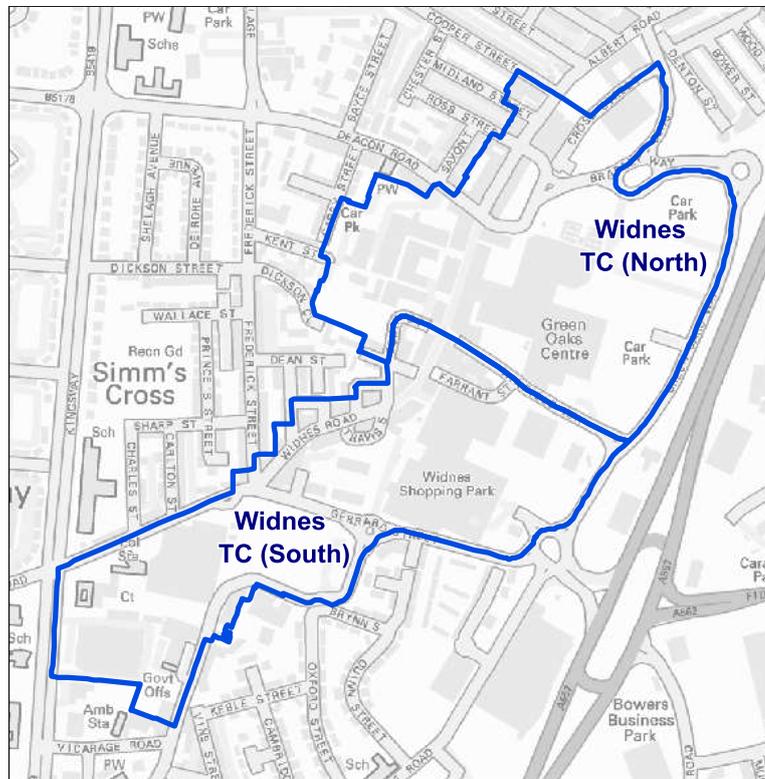
**Justification**

11.35. Food and Drink businesses and the evening economy can make an important contribution to the economy of a centre. A successful evening economy needs: accessibility, cleanliness, safety, ambience, choice and a ‘unique experience’, as does a successful daytime economy. If it is well managed and appropriately controlled it can improve a centre and add to its vitality and viability rather than detract. For example appropriate food, drink and night-time economy-related uses may contribute to the vibrancy of an area. However, the over-concentration and clustering of these uses can impact on the amenity of neighbouring properties and the vitality and viability of the centre through excessive night-time only usage frontages.

**MM035** [New] Hot food takeaways in particular have potential to create dead day-time frontages, to the detriment of day-time vitality and if located in close proximity can act as a flashpoint for anti-social behaviour. For the purpose of the policy, frontages on one side of a road will be considered to be one frontage irrespective of intervening ginnels, alleys, paths or crossroads.

**MM035** [New] A 5% limit is to be applied to each of the borough’s three primary shopping areas, with 10% limit applying to the town centre areas outside of the primary shopping areas. In Widnes, the latter percentage will be calculated as the proportion of ground floor commercial units in Widnes TC (North) or Widnes TC (South) as set out in figure 11.

**MM035** Figure 11 : Widnes Town Centre North & Widnes Town Centre South



**MM035** [New] To help maintain the primary function of local centres as meeting day to day convenience shopping and service needs, hot food takeaways should not prejudice this role by becoming the dominant use (measured as a

<p><b>MM035</b></p>	<p><u>proportion of the total number of ground floor commercial units), or should not comprise more than 2 units or 10% of the total ground floor commercial units (whichever is higher).</u></p> <p>[New] <u>Centres are defined on the policies map and the consented uses for individual units are set out in the latest survey reports. Applications will be assessed against current consented uses adjusted, where necessary to account for the loss / creation of new units as part of the application.</u></p>																												
<p><b>MM035</b></p>	<p>11.36. The following <b>information</b> should be submitted <b>with to accompany a</b> planning applications <del>to</del> <b>showing</b> how the proposal addresses this policy:</p>																												
	<p>i. Hours of opening - including both the closing time to public and vacating premises time.</p>																												
	<p>ii. Capacity in relation to numbers of customers.</p>																												
	<p>iii. Parking and servicing details, including timing of deliveries and sizes of vehicles.</p>																												
	<p>iv. Refuse and recycling provisions and layout.</p>																												
	<p>v. Types of license required.</p>																												
	<p>vi. Details of any plant and equipment required i.e. size, location, appearance and technical specification.</p>																												
	<p>vii. Internal layout details i.e. seating, kitchen location, toilets, including disabled facilities, dancefloor etc.</p>																												
	<p>11.37. Planning conditions will be used, where appropriate, to mitigate any potential harmful effects of proposals, including the restriction of permitted development rights, installation of ventilation system, the incorporation of sound insulation and the control of opening hours.</p>																												
	<p>11.38. Halton has over many years, had below average health outcomes. Previous research has indicated that many problems are associated with poor lifestyle, often associated with worklessness. Health data suggest that these impacts are being reflected in children, with Halton having a significantly higher percentage of reception class children classed as obese compared to England during 2014/15, with the proportion of year 6 children in Halton classed as obese also higher than England and the North West.</p>																												
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Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and Landscape	Population and Human Health	Social Inclusiveness	Local Economy and Employment	Housing	Transportation
	0	0	0	0	0	0	0/+	0	+	0	0

## HC9: Mixed Use Area

	11.39.	Some areas of the Borough do not have a single dominant land use, with a variety of development having grown up often including businesses, shops, houses and community facilities. This can give these areas individual character.
	11.40.	Other areas may be in 'transition' where a previous use is declining and alternative uses are being established, such as residential uses reclaiming properties back from an intervening retail or commercial use. Often, mixed uses can happily co-exist side by side, and in certain locations where development or redevelopment is anticipated, allocating sites for a single use risks unnecessarily stifling development.
		<p><b>Policy HC9: Mixed Use Areas</b></p> <p>1. Within a Mixed Use Area any proposed development will be expected to:</p> <ol style="list-style-type: none"> <li>Promote the vitality and viability of the area.</li> <li>Be of a quality of design that enhances the character and appearance of the local environment.</li> <li>Contribute to the: <ol style="list-style-type: none"> <li>Creation of jobs for local people; or</li> <li>Provision of housing to meet local needs; or</li> <li>Provision of local facilities for the community; or</li> <li>Quality of the visitor attraction of the Borough.</li> </ol> </li> </ol> <p>2. The Council may require a masterplan or development brief to be prepared demonstrating that the proposals will positively support and complement the comprehensive wider development of the area.</p> <p><b>MM036</b> 3. <u>MUA1 Widnes Civic Quarter</u></p> <p>Within Mixed Use Area 1 the following uses are considered appropriate:</p> <ol style="list-style-type: none"> <li>Leisure (<del>Use Class D2</del>);</li> <li>Residential (<del>Use Class C3</del>);</li> <li><u>Office, Research / Development, Light Industry Office</u> (<del>Use Class B1</del>);</li> <li>Restaurants (<del>Use Class A3</del>);</li> <li>Hotel (<del>Use Class C1</del>);</li> <li>Education; and</li> <li>Health.</li> </ol> <p><b>MM036</b> 4. <u>MUA2 Victoria Square and Victoria Road</u></p> <p>Within Mixed Use Area 2 the following uses are considered appropriate:</p>

MM036	<p>a. Small Scale Retail (up to 280 sqm net<sup>109</sup>) <del>(Use Class A1)</del>;</p> <p>b. Restaurants and cafés <del>(Use Class A3)</del>;</p> <p>c. Residential <del>(Use Class C3)</del>; and</p> <p>d. Drinking Establishments <del>(A4)</del>.</p> <p>5. <b>MUA3 Earle Road Mixed Use Area</b></p> <p>Within Mixed Use Area 3 the following uses are considered appropriate:</p> <p>a. Retail <del>(Use Class A1)</del>;</p> <p>b. Restaurants and cafés <del>(Use Class A3)</del> ;</p> <p>c. Leisure uses <del>(Use Class D2)</del>;</p> <p>d. <u>Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres</u> <del>Use Class D1</del><sup>110</sup>;</p> <p>e. Hotel <del>(Use Class C1)</del>;</p> <p>f. <u>Office, Research / Development, Light Industry Office</u> <del>(Use Class B1)</del>; and</p> <p>g. Residential <del>(Use Class C3)</del>.</p>
MM036	<p>6. <b>MUA4 Lugsdale Road</b></p> <p>Within Mixed Use Area 4 the following uses are considered appropriate:</p> <p>a. Residential <del>(Use Class C3)</del>; and</p> <p>b. <u>Office, Research / Development, Light Industry Office</u> <del>(Use Class B1)</del>.</p>
MM036	<p>7. <b>MUA5 Runcorn Station</b></p> <p>Within Mixed Use Area 5 the following uses are considered appropriate:</p> <p>a. Small Scale Retail (up to 280 sqm net<sup>111</sup>) <del>(Use Class A1)</del>;</p> <p>b. Restaurants and cafés <del>(Use Class A3)</del>;</p> <p>c. Leisure uses <del>(Use Class D2)</del>;</p> <p>d. Residential <del>(Use Class C3)</del>;</p> <p>e. <u>Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres</u> <del>Use Class D1</del><sup>112</sup>;</p> <p>f. Hotel <del>(Use Class C1)</del>; and</p> <p>g. <u>Office, Research / Development, Light Industry Office</u> <del>(B1)</del>.</p>
MM036	<p>8. <b>MUA6 Halton Road</b></p> <p>Within Mixed Use Area 6 the following uses are considered appropriate:</p> <p>a. Small Scale Retail (up to 280 sqm net<sup>113</sup>) <del>(Use Class A1)</del>;</p> <p>b. Restaurants and cafés <del>(Use Class A3)</del>;</p> <p>c. Leisure uses <del>(Use Class D2)</del>; and</p>

<sup>109</sup> Consistent with provisions of the Sunday Trading Act 1994

<sup>110</sup> ~~The Town and Country Planning (Use Classes) Order 1987 (as amended) D1 use class: Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.~~

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<sup>113</sup> Consistent with provisions of the Sunday Trading Act 1994

MM036	<p>d. Residential <del>(Use Class C3)</del>.</p>
MM036	<p>9. <b>MUA7 Bridge Retail</b></p> <p>Within Mixed Use Area 7 the following uses are considered appropriate:</p> <p>a. Retail Warehousing (non-food) <del>(Use Class A1)</del>;</p> <p>b. Restaurants and cafés <del>(Use Class A3)</del>;</p> <p>c. Drinking establishments <del>(Use Class A4)</del>; and</p> <p>d. Leisure uses <del>(Use Class D2)</del>.</p>
MM036	<p>10. <b>MUA9 Moor Lane</b></p> <p>Within Mixed Use Area 9 the following uses are considered appropriate:</p> <p>a. Retail <del>(Use Class A1)</del>;</p> <p>b. <u>Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres</u> <del>Use Class D1<sup>114</sup></del>;</p> <p>c. <u>Assembly and Leisure</u> <del>Use Class D2</del>;</p> <p>d. Hotel <del>(Use Class C1)</del>;</p> <p>e. <u>Office, Research / Development, Light Industry and General Industrial</u> <del>Employment (Use Class B1 and B2)</del>; and</p> <p>f. Residential <del>(Use Class C3)</del>.</p>
MM036	<p>11. <b>MUA10 'The Heath'</b></p> <p><del>Within Mixed Use Area 10 the following uses are considered appropriate;</del></p> <p><del>a. Employment (Use Class B1 and B2);</del></p> <p><del>b. Residential (Use Class C3)</del></p> <p><del>c. Small Scale Retail (up to 280 sqm net ) (Use Class A1); and</del></p> <p><del>d. Small scale ancillary complementary services and facilities (compliant with policy ED3)</del></p>
MM036	<p>12. <b>MUA11 'Daresbury Park'</b></p> <p>Within Mixed Use Area 11 the following uses are considered appropriate;</p> <p>a. <u>Office, Research / Development, Light Industry</u> <del>Employment (Use Class B1)</del></p> <p>b. Residential <del>(Use Class C3)</del></p> <p>c. Small Scale Retail (up to 280 sqm net ) <del>(Use Class A1)</del>;</p> <p>d. Small scale leisure uses, particularly associated with the canal side location (subject to access agreement from the Bridgewater Canal Trust)</p> <p>e. Small scale ancillary complementary services and facilities (compliant with policy ED3)</p> <p>13. Within each of these Mixed Use Areas development proposals for uses not listed will be decided on their individual merits.</p>
	<p><b>Justification</b></p>
	<p>11.41. There are many areas of the borough where different uses co-exist side by side. Many are within or on the edge of the main town centres. Development or redevelopment potential is believed to exist in many of these areas it is important that the Plan seeks</p>

<sup>114</sup> ~~The Town and Country Planning (Use Classes) Order 1987 (as amended) D1 use class: Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court, non-residential education and training centres.~~

to promote sustainable development and not unduly stifle investment by imposing overly strict allocations or controls.

11.42. In the Mixed Use Areas defined on the Policies Map the uses that will be deemed appropriate are set out for each location.

11.43. Where residential development is proposed, it will only be supported where an appropriate residential environment can be achieved for existing and future occupiers in accordance with other policies of this Plan, including GRI and GR2.

#### **POLICY CONTEXT:**

National Policy	NPPF (Principally paras 59, 72, 80, 85, 87, 92, 149 and 150). Policy HC9 promotes the most effective use of land in meeting the need for homes and other uses. The policy recognises that some areas of undeveloped land can perform many functions.
Local Evidence	•

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

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	0	0	0	0	0	0/+	0	0/+	0/+	0/+	0

## **HC10: Education**

11.44. The council is committed to providing high quality educational facilities in Halton. These need to be in sustainable locations and to meet the educational needs of the Borough.

### **Policy HC10: Education**

The following Educational Allocations, as identified on the Policies Map, will be allocated for education purposes to meet the needs of the residents of Halton, should that need be identified over the plan period.

- EDU1 – Land at Sandymoor (for a primary school)

	<ul style="list-style-type: none"> <li>• EDU2 – Land off Castle Street/Naylor Road (for an SEN School)</li> <li>• EDU3 – Land at Halebank (for a primary school)</li> </ul>																																																						
	<b>Justification</b>																																																						
	11.45. The latest 2016 based population projections do not predict significant increases in the number of school age residents over the Plan period. The Plan does however reserve three sites for future educational use.																																																						
	<u>EDU 1 – Sandymoor.</u>																																																						
	11.46. Sandymoor was originally identified for residential development in an amendment to Runcorn Development Corporation’s Runcorn New Town Masterplan. The New Town created a detailed Masterplan for the development of Sandymoor, and an outline planning permission was secured incorporating a ‘Roof Tax’ style Section 106 covering transport, structure landscaping and associated matters. This agreement included the identification and reservation of a site that could be transferred to the Council for the provision of a school within the agreement period or up to 2 years after the completion of the last dwelling on Sandymoor. The Local Education Authority wish to retain this option at this time.																																																						
	<u>EDU2 – Land at Castle Street / Naylor Road.</u>																																																						
	11.47. The Local Education Authority has been in discussions with St.Helens LEA about the provision of a shared school for pupils with Special Educational Needs. Land at Naylor Road has been identified as the preferred location and is allocated for education use.																																																						
	<u>EDU3 – Land at Halebank.</u>																																																						
	11.48. Whilst the total number of pupils across the borough is not forecast to rise significantly, the spatial distribution of pupils may change over time, not least due to the provision of new housing boosting overall residential populations in certain localities. Halebank Primary School has recently been redeveloped on the same site. This site lies within the middle consultation zone of a hazardous installation (COMAH site) and therefore has no scope to add any additional capacity on this site. Accordingly, EDU3 is reserved in case the school age population in Halebank increases sufficiently to warrant additional local educational provision.																																																						
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	Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and Landscape	Population and Human Health	Social Inclusiveness	Local Economy and Employment	Housing	Transportation

## 12. HALTON'S ENVIRONMENT

### HEI: Natural Environment and Nature Conservation

	<p>12.1. Halton benefits from a range and diversity in landscapes and townscapes which identify the area's unique and beautiful natural environment. There are also a number of designated areas, identified for their unique landscape or rare habitats and species, which require protection from development which would be damaging and harmful. The council recognises the importance of these features and assets and the planning policies contained within this document provide the opportunity to ensure that not only are these features and assets protected, but where possible enhanced for the enjoyment of current and future generations.</p>
<p>MM037</p>	<p><b>Policy HEI: Natural Environment and Nature Conservation</b></p> <p><b>Designated Sites, Priority Habitats and Priority Species</b></p> <ol style="list-style-type: none"> <li>1. Any development which may affect a designated natural asset will be considered in line with the mitigation hierarchy:             <ol style="list-style-type: none"> <li>a. Avoidance</li> <li>b. Minimisation</li> <li>c. Mitigation</li> <li>d. Compensation</li> </ol> </li> <li>2. Development which may adversely affect the integrity of internationally important sites<sup>115</sup> will only be permitted where there are no alternative solutions and there are imperative reasons of overriding public interest. This also applies to sites and habitats outside the designated boundaries that <del>support</del> <b>provide supporting habitat for</b> qualifying features or species listed as being important in the designations of the internationally important sites.</li> <li>3. Development which may cause significant harm will only be permitted for:             <ol style="list-style-type: none"> <li>a. <b>Sites of National Importance</b> (including Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs)): where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the national network;</li> <li>b. <b>Sites of Local Importance</b> (including Local Nature Reserves (LNRs), Local Wildlife Site (LWS) and Local Geological Sites (LGS)): where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the LCR Ecological Network; and</li> <li>c. <b>Priority Habitats</b>: where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the habitat and its broader contribution to the LCR Ecological Network.</li> <li>d. <b>Priority Species</b>: where it is demonstrated that no significant harm will result.</li> <li>e. <b>Protected Species</b>: where development that may affect legally protected species will only be permitted where it can be demonstrated that there is no significant harm</li> </ol> </li> </ol>

<sup>115</sup> Including any development likely to introduce 200 LGV, or 1,000 vehicle movements (annual daily average) or more on roads within 200m of the Manchester Mosses SAC.

MM037

4. Where it has been demonstrated that significant harm cannot be avoided, appropriate mitigation, replacement or other compensatory measures will be required. For priority habitats, appropriate measures, informed by habitat type affected, will be required. The location of appropriate mitigation, replacement or other compensatory measures will be targeted as follows:
  - On site;
  - Immediate locality and / or within the Core Biodiversity Area;
  - LCR Nature Improvement Area within the Borough; and lastly
  - LCR Nature Improvement Area outside the Borough
5. Where significant harm resulting from development cannot be avoided, adequately mitigated or, as a last resort, compensated, then planning permission will be refused.

[New] Developments that are likely to have an adverse impact (either individually or in combination with other developments) on European Designated Sites must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified.

[New] Where appropriate, contributions from developments will be secured towards mitigation measures identified in the LCR Recreational Mitigation Strategy (RMS) which will be completed during the early part of the plan period.

[New] Prior to RMS completion, the authority will seek contributions as set out in the RMS Interim Arrangement document, where appropriate, from proposed major residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.

6. Development proposals which affect sites of nature conservation importance and / or priority habitats must be supported by an Ecological Appraisal including an Ecological Constraints and Opportunities plan showing details of avoidance, mitigation and /or compensation.

#### **Non-Designated Sites and Habitats**

7. To ensure the protection, conservation and enhancement of Halton's natural environment in accordance with Core Strategy policy CS(R)20, development will be permitted provided that:
  - It does not have a detrimental impact on the non-designated sites and habitats of ecological value.
  - Arrangements for the long term management and maintenance of any existing and proposed landscaping have been made include mitigation and compensatory measures/landscaping.
  - It does not result in the loss of important features such as trees, woodlands, walls, hedgerows, ponds or watercourses

#### **Ecological Network**

8. Priority should be given to improving the quality, linkages and habitat within the Liverpool City Region Ecological Network, including the Liverpool City Region Nature Improvement Area.

MM037	<p>9. Development proposals within the Nature Improvement Area<sup>116</sup> will be permitted where they complement the identified opportunities for habitat creation and / or habitat management, and are consistent with other policies in the Plan.</p> <p><b>High Quality Agricultural land</b></p> <p>10. Additionally, the irreversible <b>significant</b> development of open agricultural land will not be permitted where it would result in the loss of the best and most versatile agricultural land, <del>except where absolutely necessary to deliver development allocated within the Local Plan, strategic infrastructure or development associated with the agricultural use of land</del> <b>where it can be demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality.</b></p>
	<b>Justification</b>
	12.2. The Core Strategy policy CS(R)20 sets out the hierarchical approach that will be used:
	1. Sites of international importance including the Mersey Estuary Special Protection Area (SPA) and Ramsar site;
	2. Sites of national importance including Sites of Special Scientific Interest (SSSI) namely: the Mersey Estuary; Flood Brook Clough and Red Brow Cutting; and
	3. Sites of local importance including Local Nature Reserves (LNRs), Local Geological Sites, Local Wildlife Sites, Ancient Woodland, and habitats and species identified in the Cheshire Biodiversity Action Plan and Habitat and Species Action Plans or replacement.
	12.3. In addition to Mersey Estuary Special Protection Area (SPA) and Ramsar site within Halton, full consideration in line with applicable regulations needs to be given to designated sites in surrounding areas and the possible ‘in combination’ effects of multiple proposals. The supporting Habitats Regulations Assessment to this Plan sets out the key qualifying features and threats to the following sites in neighbouring areas;
	<ul style="list-style-type: none"> <li>• Mersey Narrows &amp; North Wirral Foreshore SPA and Ramsar</li> </ul>
	<ul style="list-style-type: none"> <li>• Manchester Mosses SAC</li> </ul>
	<ul style="list-style-type: none"> <li>• Oak Mere SAC</li> </ul>
	<ul style="list-style-type: none"> <li>• River Dee and Bala Lake SAC</li> </ul>
	<ul style="list-style-type: none"> <li>• Sefton Coast SAC</li> </ul>
	<ul style="list-style-type: none"> <li>• Dee Estuary SPA and Ramsar and SAC</li> </ul>
	<ul style="list-style-type: none"> <li>• Ribble and Alt Estuaries SPA and Ramsar</li> </ul>
	<ul style="list-style-type: none"> <li>• Liverpool Bay SPA</li> </ul>
	<ul style="list-style-type: none"> <li>• River Eden SAC</li> </ul>
	12.4. ‘The HRA raises two particular concerns regarding development in Halton;
	(I) <u>The effects of recreational disturbance on the coastal and estuarine environments.</u>

<sup>116</sup> [Liverpool City Region Ecological Network \(2015\) ecological and biodiversity information on the City Region’s natural assets available at: http://www.lcreconet.uk/](http://www.lcreconet.uk/)

<b>MM037</b>	Recreational visits to these environments can cause detriment for example due to disturbance, trampling, and dog fouling. Halton Council <b>has been is</b> working with partners, including the other Merseyside authorities, to devise and implement a Recreation Mitigation <b>and Avoidance</b> Strategy to protect all European sites in the Liverpool City Region from potential increased recreational pressure resulting from new housing <b>and tourism</b> development.
	(2) <u>Manchester Mosses SPA</u>
	Part of the Manchester Mosses SAC is located adjacent to the M62 (to the east of Junction 11 at Houghton Green) and already receives nitrogen deposition in excess of critical loads. Whilst development in Halton is unlikely to add significantly to use of the M62 in this location,, in combination with proposals in other authorities including Knowsley, St.Helens, Warrington and Salford towards Greater Manchester the relatively small contribution of Halton residents atmospheric pollution could be significant. The Local Plan sets out a strategic approach to managing air quality (reducing trip generation and maximising sustainable transport and low emission vehicles) in policies CS(R)15 and Policies C1 and C2. These will be expanded upon in the forthcoming Transport and Accessibility SPD and will reduce Halton's contribution. However, it is also necessary that the contribution to atmospheric pollution of large schemes also requires project-level mitigation. Therefore large developments resulting in an increase of 20 Heavy Duty Vehicles per day or 100 Average Annual Daily Traffic on roads within 200m of the Manchester Mosses SAC, should provide a scheme-specific range of mitigation measures... The Local Plan HRA provides examples of the measures available to individual projects and developments.
<b>MM037</b>	<u>[New] Halton Council has undertaken bird surveys<sup>117</sup> across multiple seasons (autumn, winter and spring) on the land parcels likely to be functionally linked land to the SPA and Ramsar. The data show that none of the residential site allocations supported significant proportions of the SPA bird populations. However, several fields close to the allocated sites were used by significant populations of SPA birds. Applications for development in proximity of potential supporting habitat will need to be supported by additional, timely, survey evidence.</u>
	12.5. Smaller individual features can combine to establish a character and identity of an area. These elements, such as trees, hedgerows and water courses often provide recognisable boundaries to settlements help establish an identity of that area. These features should be protected as their loss, either individually or cumulatively, could have a potential impact on both the immediate and wider character of the landscape. Each of these natural assets contributes to part of the wider ecological network.
	12.6. Paragraph 8 of NPPF recognises that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, in line with wider Government policy set out in 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011). Other national policy for nature conservation is set out in paragraphs 170 to 177 of NPPF. This complements legal duties and requirements for nature conservation set out in a range of legislation including the Natural Environment and Rural Communities (NERC) Act 2006 and the Habitats Regulations 2010 (as amended).
	12.7. Priority habitats are 'habitats or principal importance' for the conservation of biodiversity in England. They are identified as being the most threatened and in need of conservation action. The Council, together with other public bodies (such as the Environment Agency), has a duty under section 40 of the Natural Environment and Rural Communities Act (NERC) Act 2006 to conserve biodiversity when carrying out its normal functions. This 'biodiversity duty' includes priority habitats. Priority

<sup>117</sup> Avian Ecology (2020) Halton Non Breeding Bird Survey

	habitats sit outside the designated site hierarchy and may be of national (e.g. Ancient woodlands) or, sometimes, local importance.
12.8.	Priority species are 'species of principal importance' for the conservation of biodiversity in England. The Council, together with other public bodies (such as the Environment Agency), has a duty under section 40 of the Natural Environment and Rural Communities (NERC) Act (2006) to conserve biodiversity when carrying out its normal functions, and this 'biodiversity duty' encompasses priority species.
12.9.	An Ecological Appraisal, which should be carried out by a suitably competent ecologist must support planning applications which affect sites of nature importance and / or priority habitats and species. The Ecological Appraisal must:
	i. Include a desktop study and consultation with rECORd to identify any records for protected and/or notable species, sites and habitats on, or within 1km of, the site boundary;
	ii. Include an Extended Phase I Habitat survey to identify the habitats present on and adjoining the site, with maps and target notes appended to the report, in accordance with methods set out in the JNCC Handbook for Phase I Habitat Survey;
	iii. Identify the potential for protected and/or notable species and any requirements for specialist surveys e.g. breeding birds, bats, water vole. Where specialist surveys are required, the report should identify when these surveys will be undertaken;
	iv. Identify any ecological impacts, notably on for designation of the internationally important sites, as a result of construction work or future site use and suggest measures for avoidance and/or mitigation – an Ecological Constraints and Opportunities plan.
	v. Identify opportunities to make the most of the contribution of the proposed development to biodiversity in line with the requirements of NPPF paragraphs 117 and 118 and would contribute towards the biodiversity duty set out in Sections 40 and 41 of the Natural Environment and Rural Communities Act (NERC) 2006. (Merseyside Environmental Advisory Service may be able to provide further information to the applicant as the scheme progresses.)
	vi. Identify any invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 as amended, present on the site or within 7m of the site boundary. The location and extent of any invasive species should be shown on a scaled plan included with the survey report.
12.10.	Development should be designed to ensure the health and future retention of existing trees, including veteran trees, and hedgerows are not compromised.
12.11.	The provision of landscaping can visually enhance an area and support local biodiversity. In considering any proposals, the Council will need to be satisfied that they have been informed by and taken into account the current Cheshire Biodiversity Action Plan and Priority Species and Habitat Action Plans and Halton's Landscape Character Assessment.
12.12.	The local authorities in the city region have worked together to prepare the Ecological Network as a joint evidence base and to help plan for biodiversity at a landscape-scale. The Liverpool City Region (LCR) Ecological Network draws together the evidence (for example, nature site designations and priority habitats) and indicates strategic priorities and opportunities in Halton and across the city region.
<b>MM037</b>	<b><u><a href="#">Section 40 of the Natural Environment and Rural Communities Act 2006 (NERC) places a duty on all Local Authorities to have regard to the conservation of biodiversity in its policy and decision making. The LCR Ecological Framework has been developed to support Local Planning and inform land management in the City Region and comprises ecological and biodiversity information on the City Region's natural assets. The LCR Ecological Framework identifies opportunities to enable better protection and management of those natural assets and at the same time, describes</a></u></b>

	<p><b>opportunities to create new natural assets.</b> The LCR Ecological Network includes a Core Biodiversity Area of designated nature and geological sites and priority habitats. It also includes linking networks and strategic and district priorities for habitat creation and enhancement. The strategic priorities are set out in sixteen Nature Improvement Focus Areas which together make up the LCR Nature Improvement Area.</p>																												
<b>MM037</b>	<p>12.14. The local authorities in the City Region also continue to work together, and are committed, to helping manage visitor pressure on the internationally important designated sites. <b>Where appropriate, developer contributions will be sought on major developments in accordance with policy CS(R)1, CS(R)20 and HE1.</b></p>																												
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## **HE2: Heritage Assets and the Historic Environment**

	<p>12.15. Halton’s contains a range of heritage assets which are not only of historical value but provide a social and economic resource and ultimately contribute to the character of the Borough. These assets should therefore be conserved and where possible enhanced for current and future generations and to ensure a strong sense of place and improve local distinctiveness.</p>	
	<p>12.16. Halton Borough Council has a duty to conserve and enhance the significance, character and appearance of the Borough’s historic environment when carrying out its statutory functions and through the planning system.</p>	
	<table border="1"> <tr> <td><b>Policy HE2: Heritage Assets and the Historic Environment</b></td> </tr> </table>	<b>Policy HE2: Heritage Assets and the Historic Environment</b>
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MM038

~~1. In accordance with policy CS(R)20 the Borough's heritage assets will be conserved and enhanced with special regard had to their setting. The Council will apply a presumption in favour of the preservation and enhancement of heritage assets which are recognised as being of special historic, archaeological, architectural, landscape or cultural significance.~~

MM038

~~2. These Heritage Assets include:~~

- ~~a. Listed Buildings and Locally Listed buildings;~~
- ~~b. Conservation Areas;~~
- ~~c. Scheduled Ancient Monuments and Archaeological sites; and~~
- ~~d. Other places, spaces, structures and features which may not be formally designated but are recognised as significant elements of Halton's heritage.~~

### Designated Heritage Assets

3. Development of designated heritage assets and their settings must:

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

4. Where it has been demonstrated that potential harm to, or the loss of, a designated heritage asset, including its setting cannot be avoided, the Council will expect the development proposal to:

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

### Listed Buildings

5. Development proposals will be required to safeguard or enhance listed buildings.

	<p>a. The demolition of any listed building will only be permitted in exceptional circumstances, which outweigh the case for retention.</p> <p>b. The Council will not permit uses, alterations or extensions that would be detrimental to the significance of the Listed Building including fabric, appearance, historic interest or setting.</p> <p>c. The rehabilitation, maintenance repair and enhancement of listed buildings will be encouraged.</p>
MM038	<p><b>Conservation Areas</b></p> <p><del>6. Development within or affecting the setting of Conservation Areas as illustrated on the policies map must:</del></p> <p><del>a. Retain and enhance characteristic features and detailing, and avoid the introduction of design and materials, that may undermine the significance of the Conservation Area;</del></p> <p><del>b. Retain elements identified as contributing positively to, and seek to improve or replace elements identified as detracting from, the Conservation Area;</del></p> <p><del>c. Ensure the significance of heritage assets is understood and conserved;</del></p> <p><del>d. Avoid harm to any heritage asset. Proposals that may cause harm must be exceptional in relation to the significance of the asset, and be clearly and convincingly justified in line with national policy; and</del></p> <p><del>e. Be supported by Conservation Area Appraisals, where appropriate, to help increase understanding and respect the significance, special character, context, appearance and historical importance.</del></p>
MM038	<p><b>Scheduled Monuments</b></p> <p><del>7. Planning permission will be refused for development proposals that would have an adverse impact upon a Scheduled Monument or its setting, or unscheduled site of local, regional or national importance or their settings.</del></p>
MM038	<p><b>Archaeology</b></p> <p><del>8. Development within sites of known or potential archaeological interest applications must be accompanied by an appropriate assessment of the archaeological impact of the development. A field evaluation prior to the determination of the planning applications may also be required.</del></p> <p><del>9. Where development is proposed affecting an unscheduled site of known archaeological interest then archaeological investigations will need to be carried out to establish a mitigation and/or excavation strategy prior to development being permitted.</del></p>
MM038	<p><b>Non-designated Heritage Assets</b></p> <p><del>10. The Council will seek to conserve non-designated heritage assets including those on the future Halton Local List of buildings of architectural / historic interest and encourage their sympathetic maintenance and enhancement. Alterations or extensions to non-designated heritage assets will be expected to achieve a high standard of design.</del></p>
MM038	<p><b>11. Historic Environment</b></p> <p><u>In accordance with policy CS(R)20 the Council will support proposals that conserve and, where appropriate, enhance the Borough's historic</u></p>

MM038	<p><u>environment, heritage assets and their settings, especially those identified as being at risk.</u></p> <p>12. <u>Designated Heritage Assets</u></p> <p><u>Development proposals affecting designated heritage assets (or an archaeological site of national importance) should conserve, and where possible enhance, the significance of the asset and its setting. The more important the asset, the greater the weight that will be given to its conservation.</u></p> <p><u>Harm to the significance of a designated heritage asset will only be permitted where the application meets the criteria set out in Para 194 of the National Planning Policy Framework 2021. Approval will be conditional upon the asset being fully recorded and the information submitted to the Local Planning Authority and the Historic Environment Record.</u></p>
MM038	<p>13. <u>Heritage Statements and Heritage Impact Assessments</u></p> <p><u>All proposals affecting heritage assets should be accompanied by an analysis of the asset's significance, including the impact of proposals upon that significance, through a Heritage Statement or Heritage Impact Assessment. The level of detail should be proportionate to the asset's importance and sufficient to understand the potential impact of the proposal on their significance.</u></p>
MM038	<p>14. <u>Conservation Areas</u></p> <p><u>Proposals that conserve or enhance the character or appearance of a Conservation Area, especially those elements which have been identified in a Conservation Area Appraisal as making a positive contribution to its significance, will be supported, subject to a balance of all other material considerations.</u></p>
MM038	<p>15. <u>Archaeology</u></p> <p><u>Proposals affecting archaeological sites of less than national importance (or local significance) should conserve those elements which contribute to their significance in line with the importance of the remains. Where development affecting such sites is acceptable, any mitigation will be ensured through preservation of the remains in situ as the preferred solution. Where in situ is not justified, the developer will be required to make adequate provision for excavation and recording before and during development. The findings should be submitted to the Local Planning Authority and deposited with the Historic Environment Record.</u></p>
MM038	<p>16. <u>Non-designated heritage assets</u></p>

MM038	<p><b><u>Proposals that conserve and enhance the significance of non-designated heritage assets will be supported, subject to a balance of all other material planning considerations.</u></b></p> <p><b><u>Alterations and extensions should be based on an accurate understanding of the significance of the asset including the structure. Proposals should respect the architectural character, and detailing of the original building including the use of appropriate materials and techniques.</u></b></p> <p><b><u>Partial or total-loss of a non-designated heritage asset will only be permitted where the benefits are considered sufficient to outweigh the harm. Where harm would be acceptable the following will be required:</u></b></p> <ul style="list-style-type: none"> <li><b><u>i. An appropriate level of survey and recording which may also include an archaeological excavation;</u></b></li> <li><b><u>ii. Provision or replacement of buildings of comparable quality and design;</u></b></li> <li><b><u>iii. The salvage and reuse of special features within the replacement development;</u></b></li> </ul> <p><b>17. Historic Environment</b></p> <p><b><u>In accordance with policy CS(R)20 the Council will support proposals that conserve and, where appropriate, enhance the Borough's historic environment, heritage assets and their settings, especially those identified as being at risk.</u></b></p>
	<b>Justification</b>
	12.17. Heritage assets are defined as buildings, monuments, sites, places, areas and landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. Many of the Borough's heritage assets are currently undesignated but warrant no less consideration as such. The Council will expect all proposals affecting heritage assets to be designed to a high standard, taking into account the relevant individual characteristics.
	12.18. Designated heritage assets are those that are recognised as having national heritage significance and/or benefiting from statutory protection and comprise:
	i. Conservation Areas
	ii. Listed Buildings
	iii. Scheduled Monuments
	iv. Registered Parks and Gardens <sup>118</sup>
	v. Registered Battlefields <sup>119</sup>
	vi. World Heritage Sites <sup>120</sup>

<sup>118</sup> None located in Halton<sup>119</sup> None located in Halton<sup>120</sup> None located in Halton

	12.19.	Non-designated heritage assets are locally important heritage assets which often have a strong local affinity or association and comprise:
		i. Areas of Archaeological interest (including Areas of Archaeological Potential and Sites of Archaeological Importance)
		ii. Buildings of local architectural or historic interest (Local List)
		iii. Locally important assets not on the Local List
		iv. Locally significant historic parks and gardens
		v. Other locally important heritage landscapes
	12.20.	Some heritage assets are only revealed through the development process and where this is the case, proposals may need to be amended to take account of their presence.
	12.21.	All applications that are considered to affect a heritage asset (both designated and non-designated assets) are required to include an assessment of significance of any heritage assets affected. This should involve an assessment of any contribution made by their setting. The level of detail should be proportionate to the asset's importance, and sufficient to understand the potential impact of the development on that significance.
MM038	12.22.	A Heritage Statement is required <del>under paragraph 128</del> <b>in accordance with paragraph 194</b> of the NPPF (2021) and should accompany all applications that affect heritage assets.
MM038	[New]	<b><u>Site Allocations within the Halton Local Plan should take into account the Heritage Impact Assessments' [Halton's Site Allocations Heritage Impact Assessments ] findings for the relevant site, and demonstrate that any negative impacts on the significance of designated and non-designated heritage assets and their settings have been avoided or otherwise minimised through the recommended site-specific mitigation measures.</u></b>
	12.23.	The Council maintains a list of buildings of local architectural / historic interest separate to those statutorily listed for the Borough. These buildings are not subject to additional statutory controls, but the Council will encourage their preservation.
	12.24.	In judging the impact of any alterations on a Listed Building, it is essential that there is a thorough understanding of the elements that contribute toward the significance of the asset, which may comprise a variety of features including windows, staircases internal layouts and external landscaping, which make up the special interest of the building in question. Many Listed Buildings can sustain some degree of sensitive alterations; however this can vary and is greatly dependent on the significance of the asset.
	12.25.	Conservation Areas are about the quality and interest of the areas, and not just the individual buildings. Therefore, particular attention must be given to the details such as the floorspace, street furniture, street lighting and public spaces. The council will encourage proposals which seek to enhance these features. When determining any development proposals affecting a Conservation Area, the council will take into account the impact on views into and across the area, important greenspaces either within or near to the area and its wider landscape setting.
	12.26.	A setting is the surroundings around a heritage asset. All heritage assets have a setting, whether they are designated or not. Settings are generally more extensive than a curtilage, and its perceived extent may change as an asset and its surroundings evolve or as an understanding of an asset improves.
	12.27.	In making its assessment the Council will require evidence of an appropriate scale to be provided setting out:
		i. the significance of the heritage asset, in isolation and as part of a group as appropriate, and its contribution to the character or appearance of the area;
		ii. the degree of harm to the Borough's overall heritage that would result from the loss of this heritage asset;

	iii. the public benefit arising from the alternative proposals for the site;																											
	iv. the condition of the asset and the cost of any repairs and enhancement works that need to be undertaken; and																											
	v. the adequacy of efforts made to sustain existing uses or find viable new uses.																											
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### HE3: Waterways and Waterfronts

	12.28. One of the defining characteristics of the Borough are its unique waterways and waterfronts. This includes the Mersey Estuary which both divides and unites the principal towns of Runcorn and Widnes, the Manchester Ship Canal, the Bridgewater Canal, St.Helens Canal and the Weaver Navigation. Halton’s waterways provide an attractive setting for waterside development, are a recreational resource and contribute to the Borough’s ‘sense of place’.
MM039	<p><b>Policy HE3: Waterways and Waterfronts</b></p> <p>The natural habitat and setting of the waterways and associated banks will be protected and enhanced. <del>Where appropriate public</del> <b>Public</b> access, continuous green infrastructure links, towpaths and heritage value along the waterfront <del>should</del> <b>shall</b> be maintained, improved and extended for the purposes of nature conservation, leisure, recreation, tourism, education and economic activity.</p> <p>i. To protect the benefits the water environment provides, it is essential to prevent it deteriorating. This will help to protect both wildlife and people’s health and</p>

well-being. Therefore the Council will expect all development to take into consideration the objectives of the Water Framework Directive and the relevant River Basin Management Plan.

### **Waterside Development**

2. Development alongside Halton's waterfronts should ensure that:
  - a. Public access to the waterway is improved, including for those with impaired mobility;
  - b. Natural habitats are protected and enhanced;
  - c. Habitat creation is considered throughout the design stage;
  - d. Opportunities to connect identified habitats, species or features are taken;
  - e. New development presents a public face to the waterway and is in keeping with local character in terms of scale, design and materials;
  - f. Proposals contribute to environmental enhancements including lighting, signage and landscaping; and
  - g. Proposals in the vicinity of Halton's waterfront take into account the potential for localised flooding.
3. Proposals which reuse brownfield land and make a positive contribution to the character and appearance of the waterfront area will generally be supported.
4. Proposals (where appropriate) for recreation and tourism involving Halton's waterways and waterfronts will generally be supported, particularly where they enhance the character and accessibility of waterfront areas and do not prejudice operational requirements.
5. Proposals to develop the Manchester Ship Canal and its environs for recreation and tourism will be encouraged provided that they would not prejudice its operational requirements as a commercial waterway.
6. Waterside development will not be permitted should it have an unacceptable effect on water quality or cause significant run-off.
7. Developers (where appropriate) are encouraged consult the owners of any waterways for any works that might affect the integrity of the waterway or linkages (for instance to towpaths).

### **Runcorn Locks**

8. The Council supports the reinstatement of the Runcorn Locks (as shown in the indicative alignment on the Policies Map) and as such will protect the alignment from inappropriate development.

### **Coastal Change Management Areas**

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

### **Justification**

- 12.29. The Borough's waterways provide an attractive waterfront setting and support a range of potential benefits and opportunities for employment, leisure and recreation. The Council supports development and projects along Halton's waterfronts which will

	deliver enhancements to this important natural environment as well as ensuring that development benefits from this unique and high quality environment.
12.30.	Halton's waterways consist of the St Helens Canal, the Bridgewater Canal, the Trent and Mersey Canal, the River Mersey, the River Weaver or Weaver Navigation and the Manchester Ship Canal.
12.31.	The environmental objectives of the Water Framework Directive are:
	<ul style="list-style-type: none"> <li>• to prevent deterioration of the status of surface waters and groundwater</li> </ul>
	<ul style="list-style-type: none"> <li>• to achieve objectives and standards for protected areas</li> </ul>
	<ul style="list-style-type: none"> <li>• to aim to achieve good status for all water bodies or, for heavily modified water bodies and artificial water bodies, good ecological potential and good surface water chemical status</li> </ul>
	<ul style="list-style-type: none"> <li>• to reverse any significant and sustained upward trends in pollutant concentrations in groundwater</li> </ul>
	<ul style="list-style-type: none"> <li>• the cessation of discharges, emissions and losses of priority hazardous substances into surface waters</li> </ul>
	<ul style="list-style-type: none"> <li>• progressively reduce the pollution of groundwater and prevent or limit the entry of pollutants</li> </ul>
12.32.	Waterways and waterfront areas are particularly important for their biodiversity and natural habitats. They provide important wildlife corridors, enabling the movement of wildlife through the Borough. All new development should consider the potential for habitat creation and ensure that existing wildlife habitats are retained and enhanced. Ecological assessments for individual development sites will be necessary to provide a detailed description of the habitats, features and species present and to identify key issues for consideration. Where existing habitats and features of value are present, provision should be made for their retention and enhancement as part of the site layout. This will require consideration at an early stage in the design process. Development should also ensure that, where appropriate and where loss of habitat is unavoidable, mitigation measures are taken for protected species, biodiversity and geodiversity. This should be in accordance with policy HE1: Natural Environment and Nature Conservation.
12.33.	Waterways and their waterfronts also have a considerable potential as a resource for recreation and tourism. They can provide linear recreation routes for walkers, cyclists and horse-riders, they provide opportunities for water-based recreation, such as fishing, canoeing and pleasure boating, and provide a pleasant environment for both active and passive recreational pursuits. Opportunities to support Halton's recreation and tourism offer through waterfront development will be supported. However, consideration should also be given to commercial uses and operational issues. This will be particularly important for the Manchester Ship Canal.
<b>MM039</b>	<b>[New] Coastal Change Management Areas (CCMAs) are defined in the National Planning Policy Framework as 'An area identified in plans as likely to be affected by physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.' CCMAs provide a useful mechanism to plan for adaptation where rates of shoreline change could occur and enables the effects of climate change to be fully considered. The CCMA area identified on the policies map is in accordance with paras 170 -173 of the NPPF (2021) and Draft North West Inshore and Offshore Marine Plan<sup>121</sup>.</b>

<sup>121</sup> MMO (2020) Draft NW Inshore and Offshore Marine Plan

<b>MM039</b>	12.34.	Opportunities to enhance the character and accessibility of waterfront areas should be taken <b>where appropriate</b> .																												
	12.35.	Development will also be expected to contribute to environmental enhancements along waterfronts, this should include enhanced lighting, signage and planting. Environmental enhancements may also include gateway features and public art at key sections / nodes or to highlight landmark buildings along the waterfront.																												
	12.36.	The re-instatement of the Runcorn Locks on the previous alignment is supported in principle. The route is currently severed by low lying road infrastructure which will be removed as part of a wider Runcorn Station Quarter and Silver Jubilee Bridge de-linking schemes. This will allow the possible re-linking of the Bridgewater Canal between Runcorn Old Town basin and the Manchester Ship Canal. The previous connection was by way of a flight of 10 locks. Alternative engineering solutions may be possible.																												
	12.37.	Access to the Manchester Ship Canal by leisure traffic is likely to be subject to special restrictions, however, if these can be overcome, the re-linking has the potential to create a second Cheshire Canal Ring further encouraging and supporting the leisure and recreational potential of the Bridgewater Canal.																												
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	0/+	0/+	0/+	0	0/+	0/+	0/+	0	+	0	0																			

## HE4: Greenspace and Green Infrastructure

MM042	<p>12.38. Green Infrastructure is a network of multi-functional green spaces, urban and rural, which are capable of delivering a wide range of environmental, economic and quality of life benefits for local communities. Therefore Green Infrastructure is considered a key part of our infrastructure, similar to water, waste, transport and energy infrastructure.</p> <p>[New] <u>Recognising greenspace as an important land-use in its own right, the Plan seeks to ensure adequate provision in the Borough in terms of quantity, quality and distribution.</u></p> <p>[New] <u>The amenity value of greenspace is recognised as being wide ranging. Even where greenspaces are not publicly accessible, many of them are recognised as having an important visual, wildlife or structural role to play. They can also have economic significance, in enhancing the overall attractiveness of the Borough</u></p>
MM042	<p><b>Policy HE4: <u>Greenspace and Green Infrastructure</u></b></p> <p>1. All development where appropriate will be expected to incorporate high quality green infrastructure that:</p> <ol style="list-style-type: none"> <li>a. Creates and/or enhances green infrastructure networks and provides links to green infrastructure assets;</li> <li>b. Addresses climate change and reduces the risk of flooding through the provision of sustainable urban drainage systems in accordance with policy HE9 where appropriate and measures to address surface water run off;</li> <li>c. Protects and enhances biodiversity and heritage assets <b>in accordance with policy HE1 where appropriate;</b></li> <li>d. Encourages physical activity, enjoyment, education and social interaction;</li> <li>e. Improves access for pedestrians, cyclists and horse-riders;</li> <li>f. Encourages local food production; and</li> <li>g. Increases investors and visitors by enhancing the quality of the landscape and townscape.</li> </ol> <p><del>2. Development within a designated, or proposed, Green Infrastructure asset (including Nature Conservation Sites, Greenspaces, the Greenway Network and LCR Ecological Networks), as defined on the Policies Map, will be permitted where:</del></p> <ol style="list-style-type: none"> <li><del>a. it is ancillary to the enjoyment of the asset and does not compromise the integrity or potential value of the asset; or</del></li> <li><del>b. the development does not compromise the integrity or potential value of the asset and it is of a scale, form, layout and design which respects the character of the Borough's green infrastructure network and it would maintain the linkages without compromising the integrity or potential value of the asset; or</del></li> <li><del>c. the loss of the asset is appropriately compensated for.</del></li> <li><del>d. it can be demonstrated that the loss of the asset does not detract from the Borough's ability to divert recreational pressure away from sensitive European designated sites and it does not result in an effective increase in recreational pressure within the European designated sites</del></li> </ol>

MM042	<p><del>3. Appropriate compensation may include:</del></p> <p><del>a. Suitable replacement of the asset, in terms of size, linkages to the green infrastructure network, amenity value, quality and accessibility; or</del></p> <p><del>b. Improvement or enhancements that would raise the overall amenity value, quality, use and multi-functionality of the greenspace.</del></p> <p><del>Normally, these compensatory measures would be expected to be delivered as part of the proposed development, financial contributions would need to be justified.</del></p>
MM042	<p><u>[New] Proposals for the provision, enhancement and / or expansion of a green infrastructure asset (including amenity greenspace, provision for Children and Young People, Parks and Gardens, Allotments &amp; Community Gardens and natural and semi natural open space) where there is an identified need in the local area will generally be supported.</u></p>
MM042	<p><u>[New] Development within a designated or Proposed Green Infrastructure asset will be permitted where:</u></p> <p>a) <u>it is ancillary to the enjoyment of the asset and does not compromise the integrity or value of the asset;</u></p> <p>b) <u>any ancillary facilities such as pavilions, car parking, fencing or lighting must be of a suitable layout, high standard of design, of an appropriate material; and</u></p> <p>c) <u>the location of such ancillary facilities must be well related and sensitive to the topography, character, uses of the surrounding area and, where appropriate the openness of the Green Belt.</u></p>
MM042	<p><u>[New] Development that would result in the loss of an existing green infrastructure asset will only be permitted where the following criteria can be met:</u></p> <p>I. <u>It can be demonstrated that the green infrastructure asset is surplus to requirements against the Council's standards in accordance with policy RD4 and CS(R)21, and the proposed loss will not result in a likely shortfall during the plan period; or a</u></p> <p>II. <u>Replacement green infrastructure asset is provided of equivalent or better provision in terms of quality and quantity, and in a suitable location to meet the needs of users of the existing Green infrastructure asset.</u></p> <p>III. <u>It must be demonstrated that the loss of the Green Infrastructure asset under criteria i. or ii. does not detract from the Borough's ability to divert recreational pressure away from sensitive European designated sites and does not result in an effective increase in recreational pressure within the European designated sites.</u></p>
	<p>4. The Council will normally support opportunities to add to the green infrastructure network, particularly through partnership and cross boundary working.</p>
MM042	

	<b>[New] <u>The requirements for formal indoor and outdoor sports provision are contained within policy HE6.</u></b>
	<b>Justification</b>
	12.39. Planned, implemented and managed appropriately, our natural environment can provide a range of benefits to support our economy and improve quality of place and life.
	12.40. Green Infrastructure has a potentially important role to play in mitigating the impacts of extreme weather events, particularly extended heat waves. In addition, Green Infrastructure helps support biodiversity and makes an important contribution to the quality of the environment. Access to beautiful and well-maintained green spaces such as parks and gardens, country parks and wildlife areas, supports both physical and mental health and well-being.
	12.41. For the purposes of Halton's Local Plan, Green Infrastructure is defined as:
	a. <b>Parks and Gardens</b> – including parks, sub-regional and regional parks
	b. <b>Amenity Green Space</b> – including informal recreation spaces, greenspaces in and around housing
<b>MM042</b>	<del>c. <b>Outdoor Sports Facilities</b> – including formal playing fields, golf courses and other outdoor sports areas</del>
	d. <b>Natural and semi-natural Greenspaces</b> – including woodlands, scrub, grassland, heath or moor, wetlands, open and running water and bare rock habitats
	e. <b>Green Corridors</b> – including rivers and canal banks, Bridgewater way and adjoining footpaths, road and rail corridors, bridleways, cycling routes, pedestrian paths, the Greenway Network and rights of way
	f. <b>Other</b> – including agricultural land, allotments, community gardens, cemeteries and church yards
	12.42. Provision of multi-functional Green Infrastructure should create: places for outdoor relaxation and play; space and habitat for wildlife; opportunities to access nature; climate change adaptation; opportunities for environmental education; space for local food production; improved health and wellbeing; reduced air, water and noise pollution; green transport routes to promote walking and cycling; and improved quality of place. It can also play a major role in attracting economic growth and investment, increasing land and property benefits, promoting tourism, and increasing business productivity.
<b>MM042</b>	<b>[New] <u>Publicly accessible Greenspace has a vital role to play in helping to promote more healthy lifestyles</u></b>
<b>MM042</b>	<b>[New] <u>Greenspace, such as parks, woodland, fields and allotments as well as natural elements including green walls, roofs and incidental vegetation, are increasingly being recognised as an important asset for supporting health and wellbeing. This 'natural capital' can help address local issues, including improving health and wellbeing, managing health and social care costs, reducing health inequalities, improving social cohesion and taking positive action to address climate change.</u></b>
<b>MM042</b>	<b>[New] <u>Evidence shows that living in a greener environment can promote and protect good health, and aid in recovery from illness and help with managing poor health. People who have greater exposure to greenspace have a range of more favourable physiological outcomes.</u></b>
<b>MM042</b>	<b>[New] <u>Greener environments are also associated with better mental health and wellbeing outcomes including reduced levels of depression, anxiety, and fatigue, and enhanced quality of life for both children and adults. Greenspace can help to bind communities together, reduce loneliness, and mitigate the negative effects of air pollution, excessive</u></b>

[noise, heat and flooding. Evidence also indicates that access to and use of green spaces are associated with a range of positive health outcomes that can help reduce inequalities in health. These include improvements in mental health, length of life, circulatory health, lower BMI scores and greater physical activity levels. Access to good quality, safe and local green spaces can contribute to local and national measures to reduce health inequalities and promote healthy and active lifestyles.](#)

12.43. Better links between green infrastructure assets can increase accessibility, leisure and recreation opportunities, improve links for biodiversity, increase tourism and make better use of urban green spaces. Improved access for pedestrians, cyclists and horse riders can help to reduce the need to travel by car and improve links for tourism, recreation, leisure and employment. Benefits can be achieved through:

- i. Physical connections;
- ii. Visual connections;
- iii. Pleasant and safe pedestrian and cycle routes;
- iv. Improvements to rights of way network;
- v. Use of shared spaces;
- vi. Tree lined streets;
- vii. Landscape buffer zones; and
- viii. New parks and Greenspaces.

**POLICY CONTEXT:**

National Policy	NPPF (Principally paras 20, 91, 96, 97, 98 149, 150 and 181). Green Infrastructure policy complies with more than one areas of the NPPF, it provides access to a network of open spaces, provides opportunities for physical activity and improving health and wellbeing whilst protecting and enhancing habitats and biodiversity.
Local Evidence	•

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
						Y				Y			

Sustainability Appraisal	Biodiversity, Flora and Water Quality and Soil and Land Resources	Air Quality	Climatic Factors and Cultural Heritage and Population and Human	Social Inclusiveness	Local Economy and Housing	Transportation
	+ 0 0/+	0	0/+ 0/+ 0/+	0	0/+ 0	+

## HE5: Trees and Landscaping

	<p>12.44. Woodlands, Trees and Hedgerows are an important visual and ecological asset; they provide a significant contribution to areas distinctiveness as well as playing an important role in mitigating and addressing climate change. Whilst the landscape of Halton encompasses all outdoor space, from town centre squares and pedestrian precincts, to the Green Belt and open countryside, each playing a key part in creating a distinct local character.</p>
<p><b>MM043</b></p>	<p><b>Policy HE5: Trees and Landscaping</b></p> <p><b>Woodlands, Trees and Hedgerows</b></p> <ol style="list-style-type: none"> <li>1. Tree Survey information must be submitted with all planning applications where trees are present on site and in some cases where trees are present on adjacent sites. The Survey should include information in relation to protection, mitigation and management measures.</li> <li>2. Planning permission will not normally be permitted where the proposal adversely effects trees, woodlands and hedgerows which are:       <ol style="list-style-type: none"> <li>a. Protected by a Tree Preservation Order (TPO);</li> <li>b. Ancient woodlands or veteran trees;</li> <li>c. In a Conservation Area; or</li> <li>d. Within a recognised Nature Conservation Asset<sup>122</sup>.</li> </ol> </li> <li>3. There will be a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover <b><u>of arboricultural, landscape and/or visual amenity value</u></b> on site.</li> <li>4. Where development is likely to result in the unavoidable loss of, or threat to, the continued health and life expectancy of, woodlands, trees or hedgerows the Council will require the impacts to be satisfactorily addressed through appropriate mitigation, or where this can be demonstrated to be not feasible, compensation or offsetting <b><u>in accordance with policy HE1</u></b>.</li> </ol> <p><b>Landscaping</b></p> <ol style="list-style-type: none"> <li>5. All development will be required to conserve and where appropriate enhance the character and quality of the local landscape.</li> <li>6. Development proposals will be required, <b><u>where appropriate</u></b> to include hard and soft landscaping that:       <ol style="list-style-type: none"> <li>a. reflects the character of the area through appropriate design and management;</li> <li>b. is well laid out and maintainable to ensure that suitable living conditions are achieved for future occupiers and neighbours in terms of access, car parking and road safety;</li> <li>c. achieves a suitable visual setting for the development;</li> <li>d. provides sufficient space for new, or existing, trees and planting to grow;</li> <li>e. supports biodiversity,</li> </ol> </li> </ol>

<sup>122</sup> Including but not limited to Ramsar sites, Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Local Wildlife Sites (LWSs), Local Geological Sites (LGSs), Priority Habitats and Core Biodiversity Areas identified in the LCR Ecological Network.

	<p>f. where appropriate, provides suitable and appropriate mitigation for the restoration of damaged landscape areas; and</p> <p>g. includes hard and soft landscaping such as permeable surfaces.</p> <p><del>7. Ornamental hedge planting will be of appropriate species for the location, planted with sufficient room and to mature over time.</del></p> <p>8. <del>Appropriate tree species should be chosen as not to shed fruit onto any adjacent highway areas, additionally no deep rooted or high water demand trees or shrubs should be planted in or adjacent to the highway to mitigate risk of root invasion of damage caused to infrastructure.</del> <u>Trees proposed to be planted in or adjacent to the highway or service strips should not include deep rooted or high water demand species liable to cause damage to infrastructure through root invasion. In addition species should be chosen to as not to shed fruit onto the highway.</u></p>
	<p><b>Justification</b></p>
<p><b>MM043</b></p>	<p>12.45. The Government's Forestry and Woodlands Policy Statement 2013 states that 'the protection of the UK's trees, woods and forests, especially ancient woodland is a top priority' and 'new and better managed woodland also has a role in making our rural and urban landscapes more resilient to the effects of climate change'. Therefore the Council will operate a presumption in favour of retaining and enhancing all existing tree, woodlands and hedgerow cover. Where there is an unavoidable loss of trees, woodlands and/or hedgerows, the Council will encourage a replacement, ideally to be located on site or in the vicinity of the site or local area. Where this is not possible it will be sought for off-site provision to be located where the Council sees fit. <u>Ornamental hedge planting will be of appropriate species for the location, planted with sufficient room and to mature over time</u> The type of tree, woodland and/or hedgerow to be provided will be decided in discussion with the Council and trees will be expected to be of semi-maturity. Where the proposal affects ancient woodland or veteran trees the Council will follow the Standing Advice from Natural England.</p>
	<p>12.46. A Tree Survey must be undertaken by a competent arboriculturalist. It should record information about trees on and adjacent the site. The purpose of the tree survey is to identify the quality and (non-fiscal) value of the existing tree stock, allowing informed decisions to be made concerning which trees should be removed or retained as a result of any proposed development. The completed tree survey should be made available to designers prior to and / or independently of any specific development proposals, so as to inform sustainable site layout from the start.</p>
	<p>12.47. Developers will also be required to provide appropriate management measures and implementation to protect newly planted trees. Where construction works are permitted on sites with existing tree, woodlands and/or hedgerow cover then appropriate management measures will be required to be implemented to safeguard existing cover.</p>
	<p>12.48. The NPPF states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes. The European Landscape Convention was ratified by the UK Government and came into force in 2007. The Convention acknowledges that the landscape is an important part of the quality of life for people everywhere: in urban areas and in the countryside, in degraded areas as well as in areas of high quality, in areas recognised as being of outstanding beauty as well as everyday areas. The Convention's definition of landscape protection is "to conserve and maintain the significance or characteristic features of a landscape,</p>

	justified by its heritage value derived from its natural configuration and / or from human activity.”																											
12.49.	Natural England’s National Character Area (60) Mersey Valley provide a high level overview of the landscape around the Borough and act as a starting point to the understanding of the area’s landscape character and heritage.																											
12.50.	Landscape encompasses all outdoor space, from town centre squares and pedestrian precincts, to the Green Belt and open countryside: all forms of development impact upon the landscape to some degree and this needs to be assessed to determine its significance, ensure development is designed to integrate into its setting and to identify possible mitigation.																											
12.51.	The impacts of proposed developments upon existing landscape and views of the surrounding area should be assessed as part of the planning process. This can include assessing the suitability of landscape schemes (often submitted as part of a planning application), and negotiating any improvements.																											
12.52.	Landscape proposals will usually be required for most developments, ranging from residential proposals, retail schemes, commercial and mixed-use sites. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of the area. Landscaping schemes will be especially important sites in prominent locations such as along main road frontages, important transport corridors, urban regeneration areas, redevelopment sites and areas of high townscape or landscape quality.																											
12.53.	Careful consideration should be given to the existing character of a site, its topography and how any features such as surface treatments, furniture, lighting, boundary treatments, and other structures are to be appropriately used and how planting and trees may mature over time. In line with DALP Policy CS(R)20, developments will be expected to have particular regard to the landscape character and provided guidelines as set out in Halton’s Landscape Character Assessment, including any future updates.																											
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	+	0	0	0	0/+	0/+	0	0	0	0	0

## **HE6: Greenspace and Outdoor and Indoor Sports Provision**

<b>MM044</b>	12.54.	Halton has a facilities for a number of outdoor sports including football, rugby league, rugby union, cricket, hockey and baseball. Surveys suggest Halton residents are quite active with team participation rates above national averages.
	12.55.	Population projections suggest that the populations within key team sports playing ages is expected to rise slightly in the early years of the plan period before falling back to existing levels or lower. This suggests that the requirement for outdoor sports facilities is likely to be fairly constant over the Plan period to 2037 (assuming static team generation rates), and it is important to seek to preserve existing facilities.
<b>MM044</b>	12.56.	<del>The Council's last Playing Pitch Strategy was completed in 2013<sup>123</sup>. The Council is reconvening the Partnership to oversee an update that will be commissioned in 2019. The Council's last Playing Pitch Strategy was completed in 2013. The Council has worked in partnership with Sport England and sport governing bodies to oversee an update that was completed in 2020.</del>
<b>MM044</b>		<p><b>Policy HE6: Greenspace and Outdoor and Indoor Sports Provision</b></p> <ol style="list-style-type: none"> <li><del>1. Proposals for the provision, enhancement and / or expansion of amenity or recreational Greenspace (including outdoor sports facilities, amenity greenspace, provision for Children and Young People, Parks and Gardens, Allotments &amp; Community Gardens) will generally be supported.</del></li> <li><del>2. Any ancillary facilities such as club houses, changing facilities, car parking, fencing or lighting must be of a high standard of design, of an appropriate material and must be of a suitable layout. The location of such facilities must be well related and sensitive to the topography, character, uses of the surrounding area and, where appropriate, the openness of the Green Belt.</del></li> <li><del>3. Development that would result in the loss of an existing amenity or recreational Greenspace will only be permitted where the following criteria can be met:             <ol style="list-style-type: none"> <li><del>a. It can be demonstrated that the Greenspace or outdoor sports facilities is surplus to requirements against the Council standards in accordance with policy RD4 and CS(R)21, and the</del></li> </ol> </del></li> </ol>
<b>MM044</b>		
<b>MM044</b>		

<sup>123</sup> Completed in-house by HBC as a Pilot for Sports England's then new methodology. Results not endorsed by Sport England.

	<p><del>proposed loss will not result in a likely shortfall during the plan period; or a</del></p> <p><del>b. Replacement Greenspace or outdoor sports facilities are provided of at least equivalent quality and quantity, and in a suitable location to meet the needs of users of the existing Greenspace or outdoor sports facility; and in all cases</del></p> <p><del>c. The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area.</del></p>
MM044	<p><del>4. Standards for Outdoor Sports Facilities and Playing Pitches will be set out in the latest Playing Pitch Strategy, and will be taken into consideration when assessing development proposals for sport and recreation facilities.</del></p>
MM044	<p>5. <u>To help meet identified needs for sport and recreation, as set out in the most up to date evidence base, development affecting indoor and outdoor sports facilities will be supported where it meets Local Plan policy CS(R)21 and RD4.</u></p>
MM044	<p><u>Protection and Enhancement</u></p> <p>6. <u>The Council will not permit development likely to result in an unacceptable loss of existing sport or recreation facilities for non-recreation purposes unless it can be demonstrated:</u></p> <p>a. <u>that the development is ancillary to the sport and recreation use and does not reduce the overall recreation function of the site;</u></p> <p>b. <u>that replacement sport and recreation provision of at least the same or better quantity, quality and accessibility to its catchment population, community benefit and management level is made in a suitable location; or</u></p> <p>c. <u>that the site/facility is surplus to recreational requirements and is not capable of helping to meet any of Halton's identified needs.</u></p> <p>7. <u>This policy applies to all existing sites and facilities that have a recreation use or value, irrespective of whether they are owned or managed by the public, private or voluntary sectors. All facilities shall be designed to serve other green infrastructure functions (in accordance with Policy CS(R)21 and HE4) wherever possible, linking into the wider green infrastructure network.</u></p> <p>8. <u>Developer contributions will be required to enhance existing provision of playing pitches, based on additional demand generated by the new residential development and the sufficiency of existing provision to meet current and projected need and new development in accordance with policy RD4. Where it is agreed by the Council that on-site pitch provision is appropriate to meet identified demand, the applicant is required to provide the new pitch(es) and make provision for its management and maintenance in perpetuity, and clarify these arrangements within a management plan to be agreed by the Council.</u></p>
MM044	<p><u>New Development</u></p> <p>9. <u>Provision of new indoor and outdoor sport facilities will be supported in line with the priorities of the Council's up to date Playing Pitch</u></p>

MM044	<p><b><u>Strategy and Indoor Sport facilities Strategy subject to relevant development plan policies.</u></b></p> <p><b><u>Lapsed and disused sites</u></b></p> <p>10. <b><u>Where the loss of a disused or lapsed playing field site is proposed the following priority order of options will be used in addition to the recommendations set out in Halton’s up to date playing pitch strategy:</u></b></p> <p>a) <b><u>Explore the feasibility of bringing the site back into use which may show either:</u></b></p> <p>i. <b><u>The site can be brought back into sustainable use where funding is available and use is secured by the council and the relevant sport national governing body and/or community groups; or</u></b></p> <p>ii. <b><u>The site is not in a sustainable location and in which case no amount of money will make it desirable. In this case criteria 6b or 6c will be applicable.</u></b></p> <p>b) <b><u>The site could become another type of recreation facility or greenspace to meet a need identified in Halton’s latest open space evidence base; or</u></b></p> <p>c) <b><u>Redevelop the site for an alternative use with an appropriate proportion of the capital receipt to be invested in existing recreation facilities in the locality.</u></b></p>
	<b><u>Justification</u></b>
	12.57. Publicly accessible outdoor sports provision has a vital role to play in helping to promote more healthy lifestyles.
	12.58. The NPPF clearly recognises the role of sport and recreation as a fundamental part of sustainable development, and expects local authorities to plan positively for these needs and demands accordingly. The protection and provision of opportunities to participate in sport is seen as fundamental to the health and well-being of communities (NPPF, section 8), meaning that local authorities must plan and provide accordingly through policy.
MM044	12.59. When considering proposals for the provision, enhancement and / or expansion of amenity <del>or recreational greenspace</del> or an indoor sports <del>facility</del> <b>facilities or an outdoor sports facility</b> the following considerations will be taken into account:
	i. <u>The benefit of the proposal to sport and how it meets the sporting needs of the area;</u>
	ii. <u>Good design, which ensure that any facility is fit for purpose; and</u>
	iii. <u>The benefit to sport of maximising the use of existing provision by enhancing ancillary facilities.</u>

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## HE7: Pollution and Nuisance

12.60.	<p>This policy together with CS23: Managing Pollution and Risk looks to ensure that development takes into account the potential environmental impacts on people, buildings, land, air and water arising from the development itself and any former use of the site, including, in particular, adverse effects arising from pollution and nuisance.</p>
<p><b>Policy HE7: Pollution and Nuisance</b></p> <p>I. Where applications for development identify risks that would negatively impacting on the quality of the environment through:</p> <ol style="list-style-type: none"> <li>air pollution;</li> <li>noise nuisance;</li> <li>odour nuisance;</li> <li>light pollution and nuisance;</li> <li>land and soil contamination;</li> <li>water pollution; and</li> <li>other forms of pollution and nuisance,</li> </ol>	

<p><b>MM045</b></p>	<p>must be accompanied by an appropriate impact assessment and, where necessary, demonstrate that mitigation measures have been incorporated through a mitigation scheme.</p> <ol style="list-style-type: none"> <li>2. Where risks for pollution and nuisance are identified, planning permission will be granted for development providing:             <ol style="list-style-type: none"> <li>a. The level of air borne pollutants caused by the proposed development does not exceed statutory guidelines, unless appropriate mitigation measures are agreed.</li> <li>b. Noise nuisance is not likely to cause a significant increase in ambient noise levels for either day or night time conditions.</li> <li>c. Odour which can be detected beyond the boundary of the site and that is detrimental to neighbouring and / or local amenity is kept to a practical minimum.</li> <li>d. External lighting proposals avoid unnecessary light pollution beyond the specific area intended to be lit.</li> <li>e. Appropriate pollution control measures are incorporated where necessary to protect both ground and surface waters.</li> </ol> </li> <li>3. In addition to the above, development should ensure that the direct, indirect and cumulative effects of pollution and nuisance will not have an unacceptable negative impact on:             <ol style="list-style-type: none"> <li>a. health;</li> <li>b. public safety;</li> <li>c. quality standards;</li> <li>d. visual obtrusion;</li> <li>e. the natural environment;</li> </ol> <p>[New] <a href="#"><u>national and international designated nature conservation sites</u></a></p> <ol style="list-style-type: none"> <li>f. general amenity; and</li> <li>g. proposed land allocations shown on the Policies Map</li> </ol> </li> <li>4. Development near to existing sources of pollution or nuisance will not be permitted if it is likely that those existing sources of pollution will have an unacceptable impact on the proposed development and it is considered to be in the public interests that the existing sources of pollution should prevail over the proposed development. Exceptions may be permitted where the applicant submits satisfactory proposals to substantially mitigate the effects of existing sources of pollution on the development proposals.</li> </ol> <p><b>Air Quality Management Area (AQMA)</b></p> <ol style="list-style-type: none"> <li>5. Development should contribute to the reduction in air pollutants as specified by an AQMA.</li> <li>6. Development will not be permitted where:             <ol style="list-style-type: none"> <li>a. It could result in the designation of a new AQMA; or</li> <li>b. It would conflict with the proposals in the Plan or Strategy for the AQMA.</li> </ol> </li> </ol>
	<p><b>Justification</b></p>
	<p>12.61. When the location or characteristics of a proposed development give rise to concern that the development would cause pollution or nuisance to surrounding people, properties or the environment, the Council will require an appropriate impact assessment to be undertaken by a suitably qualified person so that the potential effects</p>

	<p>can be properly understood. The subject and scope of these assessments will vary depending on the scale and type of development being proposed. Assessments that may be required under this policy include:</p>																											
	i. Noise Assessments																											
	ii. Low Emission Assessment																											
	iii. Hydrological or drainage reports																											
	<p>12.62. The Council will consult appropriate agencies when considering a planning application which may cause pollution. It is essential to avoid the possibility of new land uses which may themselves be a future source of land contamination. Unacceptable levels of pollution include emissions that are in excess of those set by regulatory authorities. It should be taken into consideration that levels set by regulatory authorities may change over the lifetime of the plan and it is the responsibility of the applicant to ensure that the current guidance is taken into consideration in any development application.</p>																											
	<p>12.63. Any development which has the potential to pollute or cause nuisance must demonstrate that appropriate mitigation measures have been incorporated. Where proposals are considered acceptable in principle, conditions may be attached to the planning permission, for instance in relation to the hours of operation and the nature of activities in order to mitigate any adverse effects.</p>																											
	<p>12.64. The policy also aims to ensure that development near to established pollution sources will not be supported if it is likely that those existing sources of pollution will have an unacceptable effect on proposed development. However, it should be noted that the Local Plan allocates land in such a way as to generally minimise unnecessary conflict between different land uses.</p>																											
MM045	<p>12.65. <del>Developments likely to generate 20+ HGV visits or 100 car journeys per day on the M62 between Junctions 11 and 12 (past Manchester Mosses SAC) will need to mitigate the effects on nationally designated sites as set out in policy HE1.</del> <u>Developments likely to exceed the Councils thresholds for Transport Assessments will need to mitigate the effects on internationally designated sites (Manchester Mosses SAC) as set out in policy HE1 through consideration of additional pollution reduction measures outlined in paragraph 5.112 of Local Plan Habitats Regulations Assessment</u></p>																											
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## HE8: Land Contamination

	12.66. The domination of Halton's past and current economy by industry has left a legacy of pollution, particularly ground contamination which presents a physical and financial barrier for development to overcome. This policy aims to implement the planning requirements of the Environmental Protection Act 1990 and the Contaminated Land (England) Regulations 2000.
MM046	<p><b>Policy HE8: Land Contamination</b></p> <ol style="list-style-type: none"> <li>1. An applicant proposing development on, or near a site, where contamination may potentially exist, should carry out sufficient investigation, so as to establish the nature, extent and significance of the contamination and should have regard to: <ol style="list-style-type: none"> <li>a. Findings of a preliminary land contamination risk assessment (including a desk study, site reconnaissance, conceptual model and initial assessment of risk);</li> <li>b. Compatibility of the intended use with condition of land;</li> <li>c. The environment sensitivity of the site; and</li> <li>d. After-care measures where appropriate should include details of a programme of implementation.</li> </ol> <p>Results of this investigation should be submitted to the Council as part of the planning application.</p> </li> <li>2. Development will not be permitted unless practicable and effective remediation measures are taken to treat, contain or control any contamination so as not to: <ol style="list-style-type: none"> <li>a. Cause contamination of the soil or sub-soil;</li> <li>b. Expose the occupiers of the development and neighbouring land uses, including in the case of housing, the users of gardens, to unacceptable risk;</li> <li>c. Threaten the structural integrity of any building built, or to be built on or adjoining the site;</li> <li>d. Lead to contamination of any watercourse, water body or aquifer;</li> <li>e. Cause the contamination of adjoining land, or allow such contamination to continue;</li> <li>f. Have an adverse effect upon natural habitats and ecosystems;</li> <li>[New] <a href="#"><u>Have an adverse effect upon National and international designated nature conservation sites;</u></a></li> <li>g. Have an adverse effect upon protection of heritage assets, above or below ground.</li> </ol> </li> <li>4. Where possible, contamination should be treated on site utilising sustainable remediation technologies.</li> <li>5. Any permission for development will require that the remedial measures explain how and when they will be implemented and any arrangements for monitoring the effectiveness of the required actions. The minimum standards for remediation is that the land should not be capable of being determined as Contaminated Land as defined by Part 2A of the Environmental Protection Act 1990. Requirement to undertake work associated with contaminated land will be controlled by either planning conditions or where necessary by planning obligations.</li> </ol>
	<b>Justification</b>
	12.67. The term 'Contaminated land' describes land polluted by, for example: heavy metals like arsenic, cadmium and lead; oils, tars and their derivatives; chemical substances and preparations such as solvents; gases, particularly methane and carbon dioxide;

	<p>asbestos; and radioactive material; all of which may harm fauna, flora, water resources and construction components. Contaminated land is defined in section 78(A) of the Environmental Protection Act 1990 as any land which appears to the local Authority in whose area it is situated to be in such condition by reason of substances in, on or under the land that:</p>																												
	<p>i. Significant harm is being caused, or there is a significant possibility of such harm being caused or</p>																												
	<p>ii. Pollution of controlled waters is being, or is likely to be caused.</p>																												
<b>MM046</b>	<p><u>[New] 'Contaminated Land (England) Regulations 2006' consolidated the provisions of the Contaminated Land (England) Regulations 2000 (S.I. 2000/227) and the Contaminated Land (England) (Amendment) Regulations 2001 (SI 2001/663) and the 'Contaminated Land (England) (Amendment) Regulations 2012' which included an amendment to reg. 3 (pollution of controlled waters) in which contaminated land affecting controlled waters is required to be designated as a special site.</u></p> <p>12.68. Redeveloping such land provides an opportunity to remediate the site of any contamination so that any threat to health, the environment and the structure itself is negated. Therefore the Council wishes to encourage the use of previously developed land and seeks to ensure appropriate uses of such sites and secure appropriate treatment of sites affected by contamination.</p> <p>12.69. Development on or near to contaminated land can cause the release of contaminants which may result in significant harm to the local environment, and population, It is therefore necessary to assess any risk and identify appropriate remediation measures necessary to make the land developable or to reduce harm to the existing environment and to ensure that potential sources, new receptors and pathways ('pollutant linkages') are not introduced. It is advisable to liaise and discuss proposals as early as possible with the Council and other appropriate bodies so that a clear understanding of the implications and requirements of the agreed mitigation measures is known.</p>																												
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	0	0/+	0/+	0	0	0	0	0	0	0	0

## HE9: Water Management and Flood Risk

	12.70.	In recent years, planning policy relating to flood risk has evolved to reflect the greater concern and awareness of the consequences of flooding has to the health and safety of the general public. Parts of Halton are at risk from different sources of flooding including, main rivers, ordinary watercourses, surface water runoff, sewer flooding and the residual risks associated with artificial water bodies such as the Manchester Ship Canal, the Bridgewater Canal, St Helens Canal, the Weaver Navigation and reservoirs.
		<p><b>Policy HE9: Water Management and Flood Risk</b></p> <p><b>Flood Risk and Management</b></p> <p>I. Development will only be permitted where it would not be subject to unacceptable<sup>124</sup> risk of flooding <b>from all sources</b>; and would not unacceptably exacerbate risk of flooding elsewhere. Where it is practicable existing flood risks should be reduced.</p> <p>a. <u>Within Flood Zone 3b</u></p> <p>i. New development will not be permitted, unless in exceptional circumstances such as for essential infrastructure or where development is water compatible.</p> <p>ii. Redevelopment of existing built development will only be permitted if the proposals are of a compatible use class and would not result in loss of flood plain or increase flood risk elsewhere.</p> <p>b. <u>Within Flood Zone 2, and 3a and 3b</u></p> <p>i. Sites within these categories will be subject to the sequential test and if there are no alternative locations for the development the exception test must be applied</p> <p>ii. If development is permitted within these zones, floor levels of development should be situated above the 1% (1 in 100 yrs) event levels (adjusted for climate change)</p> <p>iii. A Flood Risk Assessment will be required.</p> <p>c. <u>Within Flood Zone 1</u></p> <p>A Flood Risk Assessment will be required for development proposals;</p> <p>i. of 1ha or more</p> <p>ii. <b><u>Less than 1 ha in flood zone 1, including a change of use in development type to a more vulnerable class (for example from commercial to residential), where they could be affected</u></b></p>
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<sup>124</sup> NPPF Annex 3 : Flood risk vulnerability classification

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by sources of flooding other than rivers and the sea (for example surface water drains, reservoirs).

iii. In an area within flood zone I which has critical drainage problems as notified by the Environment Agency

2. Development in an area susceptible to flooding should include flood resistant and / or resilient measures to mitigate potential flood risks, including safe access and escape routes where required; and it should be demonstrated that residual risks can be safely managed.
3. Within sites at risk of flooding the most vulnerable parts of proposed development should be located in areas of lowest risk from all sources of flood risk unless there are overriding reasons to prefer different locations.
4. In locations where strategic flood defence or adaptation measures are necessary within the site itself, proposals will be required to demonstrate how measures have been incorporated as an intrinsic part of the scheme in a manner which meets the requirements flood risk.
5. All development, including that on open land that is not part of a defined floodplain, must ensure that it is not vulnerable to surface water, sewer and groundwater flooding.
6. All development proposals must take account of relevant Surface Water Management Plans, Catchment Flood Management Plans, related flood defence plans and strategies including the Local Flood Risk Management Strategy, the Strategic Flood Risk Assessments (SFRA) and the Halton Sustainable Urban Drainage Guidance.

**Flood Water Storage**

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

**Sustainable Drainage**

9. All development proposals must demonstrate how they will manage surface water run-off as close to its source as possible.
10. Consideration will be given to the following drainage hierarchy:
  - a. store rainwater for later use;
  - b. maintain the sites natural discharge process;
  - c. use infiltration techniques, such as porous surfaces in non-clay areas;
  - d. attenuate rainwater in ponds or open water features for gradual release to a watercourse;
  - e. attenuate rainwater by storing in tanks or sealed water features for gradual release to a watercourse;
11. Where detailed evidence demonstrates that the above measures are not feasible or would directly **affect prejudice** viability then surface water should be discharged in the following order of priority:
  - a. An adequate soakaway or some other form of infiltration system.
  - b. An attenuated discharge to watercourse.
  - c. An attenuated discharge to public surface water sewer.

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<p>MM047</p> <p>MM047</p>	<p>d. An attenuated discharge to public combined sewer. Applicants wishing to discharge to public sewer will need to submit clear evidence demonstrating why alternative options are not available.</p> <p>12. Surface water drainage systems should be designed to ensure no flooding to property in the appropriate 1 in 100 year event, including appropriate allowance for climate change. Downstream capacity and flood risk, including condition of watercourses should be given appropriate consideration.</p> <p>13. There is a general presumption against the use of treatments that do not take a sustainable approach to drainage in domestic gardens and Greenspace.</p> <p><del>14. Development on greenfield sites should maintain discharge run-off at greenfield levels. Development on brownfield, or mixed, sites of 10 or more homes or 1,000 sqm of non-residential floorspace, or with a site area of 1 Ha. or greater should provide sustainable drainage that reduces discharge run-off rates by a minimum of 50% and where practical to green field levels. Within critical drainage areas all development must reduce discharge run-off rates by a minimum of 50%.</del></p> <p>15. The sustainable drainage system should treat any discharge at source to avoid pollutants being discharged into watercourses, surface drains or combined sewers.</p> <p><b>Protecting Water Resources</b></p> <p>16. Water resources and supplies will be protected by resisting development proposals that would pose an unacceptable threat <del>to surface water and groundwater quantity and quality</del>, <u>identified by United Utilities for surface and ground water quality and quantity especially within Source Protection Zones identified by the environment agency and used for public water supply.</u></p> <p><b>Water Management</b></p> <p>17. New development will need to ensure that there is adequate water supply, surface water, foul drainage and sewerage or waste water treatment capacity to serve the development.</p> <p>18. The development or expansion of water supply or waste water facilities will normally be permitted, either where needed to serve existing or proposed development, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land-use or environmental impact.</p>
	<p><b>Justification</b></p>
<p>MM047</p>	<p>12.1. <u>The</u> National Planning Policy Framework aims to ensure that flood risk is taken into account at all stages of the planning process and to avoid inappropriate development in areas at risk from flooding by directing <b>more vulnerable</b> development away from areas at highest risk or where development is necessary, making it safe without increasing flood risk elsewhere. Areas can be mapped according to the level of flood risk:</p> <ul style="list-style-type: none"> <li>• Zone 1 (Low probability – less than a 1 in 1000 annual probability of flood)</li> <li>• Zone 2 (Medium probability – between a 1 in 100 and a 1 in 1000 probability)</li> <li>• Zone 3a (High probability – a 1 in 100 or greater probability)</li> <li>• Zone 3b (Functional floodplain – area providing flood storage)</li> </ul> <p>12.2. Through a ‘sequential approach’, the overall aim should be to steer new development to Flood Zone 1 (Low risk) in the first instance: development in Zone 2 and Zone 3a</p>

	may be considered if no other reasonably sequentially preferable available sites exist and an 'Exception Test' is satisfied.
<b>MM047</b>	<p>12.3. The integration of surface water flood risk management measures will influence the design of all development proposals. The installation and management of surface water measure will ensure that development proposals are potentially capable of reducing the level of surface water flooding to surrounding areas as well as being as resilient as possible to the impact of flooding. The Council, Lead Local Flood Authority and United Utilities, will expect applicants to clearly demonstrate with evidence, how they have applied the drainage hierarchy as part of the design process for the development site.</p> <p>[New] <u>Development on greenfield sites should maintain discharge run-off at greenfield levels. Development on brownfield, or mixed, sites of 10 or more homes or 1,000 sqm of non-residential floorspace, or with a site area of 1 Ha. or greater should provide sustainable drainage that reduces discharge run-off rates by a minimum of 50% and where practical to green field levels. Within critical drainage areas all development must reduce discharge run-off rates by a minimum of 50%.</u></p>
	<p>12.4. Sustainable Drainage Systems (SuDS) seek to mimic natural drainage systems and retain water on or near to the site when rain falls in contrast to traditional drainage approaches, which tend to pipe water off site as quickly as possible. SuDs offer significant advantages over conventional piped drainage systems in reducing flood risk by reducing the quantity of surface water run-off from a site, the speed at which it reaches water courses whilst improving water quality by reducing the amount of pollutants and improving amenity.</p>
	<p>12.5. United Utilities and the Lead Local Flood Authority request that applicants engage with them at an early stage to understand the impact of development on existing infrastructure with details of their drainage strategy for development sites. The Council consider that it is prudent that developers and landowners keep United Utilities and the Lead Local Flood Authority informed of realistic and achievable delivery timescales for development and approach infrastructure in a co-ordinated manner.</p>
	<p>12.6. Developers will be required to produce drainage strategies for each phase of development in agreement with the Council, Lead Local Flood Authority, United Utilities and the Environment Agency. It will be necessary to ensure drainage infrastructure is delivered in a holistic and co-ordinated manner as part of an overall strategy between phases of development and between developers.</p>
	<p>12.7. Developers will be required to demonstrate that appropriate measures will be put in place to ensure ongoing management and maintenance of SuDSs. The Council will not normally adopt SuDS. Permission may be subject to appropriate conditions or a legal agreement to secure the implementation of SuDS and to secure appropriate management and maintenance measures.</p>
	<p>12.8. New development should consider the impact on wastewater infrastructure, it should be taken into consideration that there may be a need to co-ordinate new development through a phased approach to allow improvements to wastewater infrastructure. The location of the point of connection to the wastewater infrastructure for new development should be placed to minimise flood risk, pollution and impact on watercourses.</p>
	<p>12.9. It is important to make sure that water and waste infrastructure is in place ahead of development to avoid unacceptable impacts on the environment: such as sewage flooding of residential and commercial property; pollution of land and watercourses; and water shortages with associated low-pressure water supply problems. Consequently, development should only take place where the new demand upon existing infrastructure is taken into account.</p>

	12.10. Applicants are advised to contact the Environment Agency and Lead Local Flood Authority for information on Critical Drainage Areas and specific areas which are at risk from flooding.																												
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## HE10: Minerals Safeguarding Areas

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

MM048	<p><b>Policy HE10: Minerals Safeguarding Areas</b></p> <p>1. Mineral Safeguarding Areas <a href="#">and Minerals Areas of Search</a> have been identified and are defined in the accompanying policies map in the following locations</p> <p><b><a href="#">Mineral Safeguarding Area Locations</a></b></p> <p>a. Warrington Road and Haddocks Wood, Runcorn b. Cholmondeley Road, Clifton, Runcorn</p> <p><b><a href="#">Mineral Area of Search Location</a></b></p> <p>i. <b><a href="#">Land adjacent to Little Manor Farm and north of the M56, Sumner Lane, Preston on the Hill, Runcorn.</a></b> ii. <b><a href="#">Bold Heath</a></b></p> <p>2. Within Mineral Safeguarding Areas and <a href="#">Mineral Areas of Search</a>, as shown on the Policies Map, planning permission will be protected from sterilisation by other forms of development, unless the applicant makes provision for the prior extraction of the mineral. Planning permission for other development that would result in the direct or indirect sterilisation of the identified mineral resources in a defined MSA will not be permitted unless:</p> <p>a. it is demonstrated by way of a minerals assessment (MA) that the resource is not of economic value; or b. the mineral can be extracted without unacceptable community or environmental impacts prior to the development taking place; or c. the development is of a temporary nature and can be completed and the site left in a condition that does not inhibit later mineral extraction or mineral extraction elsewhere within the MSA; or d. there is an overriding need for the development that outweighs the need for the mineral.</p> <p>Sites for aggregates will be safeguarded from development that could adversely affect their operation. Planning permission will be resisted unless it can be clearly demonstrated that there will be no incompatibility between the two uses or that adequate controls can be implemented to ensure this to be the case.</p>
	<p><b>Justification</b></p>
	<p>12.14. Minerals are essential to support sustainable economic growth and our quality of life. It is therefore important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation.</p>
	<p>12.15. Policies are also required to safeguard minerals from development that may sterilise important resources. It is also considered appropriate to consider extraction of minerals prior to a development that would otherwise sterilise them.</p>
	<p>12.16. As well as safeguarding mineral resource areas from sterilisation, mineral infrastructure also need to be safeguarded. This is outlined in Paragraph 204 of the NPPF. “Safeguard: Existing, planned and potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material”.</p>
	<p>12.17. There are currently no operational mineral extraction sites in Halton and limited evidence of previous activity.</p>

AM019	<b>POLICY CONTEXT:</b>																																							
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## HEI I: Minerals

	12.18.	In considering proposals for mineral development the key aim of the Council will be to ensure that proposals do not have unacceptable harm on interests of acknowledged importance as defined by the policies of this Local Plan. This includes protecting the natural and built environment as well as the amenity and wellbeing of residents and visitors to the Borough.
MM049	<p><b>Policy HEI I: Subterranean Resource Extraction</b></p> <ol style="list-style-type: none"> <li>In line with Policy CS(R)25, to minimise the need for the extraction of minerals and other earth bound resources, the use of recycled and secondary aggregates across the Borough will be encouraged.</li> <li>In assessing proposals for the exploration, appraisal, and production of minerals and all other subterranean resources, particular consideration will be given to impacts on sensitive uses, water resources, seismicity, local air quality, landscape, noise and lighting impacts. Such development will not be supported within protected groundwater source protection zones or where it might adversely affect or be affected by flood risk or within Air Quality Management Areas or protected areas for the purposes of the Infrastructure Act 2015, section 50.</li> <li>Proposals will be assessed with regard to the extent to which they meet all of the following criteria: <ol style="list-style-type: none"> <li>Sites and associated facilities being located to minimise impacts on the environment and communities.</li> </ol> </li> </ol>	

- b) Developments to be located outside Protected Groundwater Source Areas.
  - c) There being no unacceptable adverse impacts (in terms of quantity and quality) upon sensitive water receptors including groundwater, water bodies and wetland habitats.
  - d) All other environmental and amenity impacts being mitigated to ensure that there is no unacceptable adverse impact on the local environment or communities.
  - e) Exploration and appraisal operations being for an agreed, temporary length of time.
  - f) The immediate site and any associated land being restored to a high quality standard in accordance with an agreed restoration plan and appropriate after-use that reflects the local landscape character at the earliest practicable opportunity
  - g) It being demonstrated that greenhouse gases associated with fugitive emissions from the exploration, testing and production activities will not lead to unacceptable adverse environmental impacts.
4. Development proposals for resource extraction will be required to provide details of community liaison measures to be put in place during the operation of the site, including, restoration and final land use.

#### **Aggregate Minerals**

5. Development for the extraction of aggregate minerals, regard will be given to all of the following;
- a. The contribution the proposal may make toward maintaining the sub regional apportionment of the regional production of aggregates, as expressed in Government guidance; and
  - b. The need to maintain a land bank of reserves with permissions within the sub-regional area.

#### **Restoration and Aftercare**

6. All developments involving resource extraction will require a restoration plan for the reclamation of the site to an appropriate after use, or to a state capable of beneficial after use within a suitable and reasonable timeframe. The plan should include:
- a. Details of the final restoration scheme and the proposed future land use;
  - b. Details of the timescales for completion of the restoration scheme; and
  - c. Details of aftercare arrangements that are to be put in place to ensure the maintenance and management of the site once restoration is complete.
7. In defining the future land use for the site, the Council will expect the restoration to:
- a. Take into account the pre-working character of the site and its landscape;
  - b. Provide **where appropriate** for the enhancement of the:
    - i. quality of the landscape;
    - ii. green infrastructure network;
    - iii. biodiversity assets and habitats;
    - iv. local environment;
    - v. ecological value of the site; and/or
    - vi. the setting of historic assets; and
    - vii. to the benefit of the local or wider community;

MM049

	<p>€ Where land is to be restored for agricultural or forestry, use appropriate restoration techniques to ensure that the land is capable of securing such use in the long term.</p> <p>8. Where appropriate, proposals for the exploration, appraisal, and production of minerals and all other subterranean resources will be required to be subject to a programme of aftercare management for a period of five years from restoration. An extension of the period of aftercare beyond 5 years should be considered where this is necessary to enable reclamation objectives to be met. Schemes will be required to provide for the highest practicable aftercare standards and the Council will require an outline scheme to be submitted as part of the initial planning application.</p>
	<b>Justification</b>
12.19.	In considering proposals for minerals and aggregate mineral developments the key aim of the Council will be to ensure that proposals do not have unacceptable harm on interests of acknowledged importance as defined by the policies of the Local Plan. The Council will wish to ensure that potential environmental, social and economic impacts can be fully assessed when planning applications are submitted in line with the principals of sustainable development.
12.20.	The potential environmental impacts of minerals can be significant and the Council wishes to ensure that those impacts can be fully assessed when development proposals are submitted. While some proposals may fall within the scope of the Town and Country Planning (Environmental Impact Assessment) Regulations and require a formal Environmental Impact Assessment (EIA) it is considered that those cases where regulations do not require EIA sufficient information should be provided with the application to enable the Council to fully consider the proposals.
12.21.	Hydrocarbon minerals comprising oil and gas are the most important energy minerals produced and consumed in the UK. Oil and gas produced from shale is often referred to as 'unconventional' and refers to the type of rock in which it is found. In short, 'unconventional hydrocarbons' are hydrocarbons such as oil and gas from unconventional sources. It is found where oil and gas has become trapped within the shale rock itself and did not form traditional conventional reservoirs.
12.22.	As shale is less permeable, it requires a lot more effort to extract the hydrocarbons from the rock. However, recent technological advancements have resulted in horizontal drilling which has made tapping into shale deposits more financially viable. Hydraulic fracturing is a technique used in the extraction of oil or gas from 'shale' rock formations by injecting water at high pressure. The technique uses fluid, usually water, which is pumped at high pressure into the rock to create narrow fractures.
12.23.	Planning permission is one of the main regulatory requirements that operators must meet before drilling a well for both conventional and unconventional hydrocarbons. The Council is responsible for granting permission for the location of any wells and well pads, and will impose conditions to ensure that the impact on the land is acceptable. However it is not the only regulatory body that permission for extraction is required from. They include:
	a. Department for Energy and Climate Change
	b. The Oil and Gas Authority
	c. Environment Agency (EA)
	d. Health and Safety Executive (HSE)
12.24.	A hydrological assessment will be required in support of any planning application and water availability may be a limiting factor in any proposal.
12.25.	The acceptability of initial, exploratory drilling to establish the presence of hydrocarbon resources will not automatically mean proposals for future phases of oil

	and gas development (e.g. testing or appraising and production) will be granted permission.
12.26.	The requirement to provide a restoration plan will not be applicable to all proposals. Temporary developments such as quarries would be required to provide a restoration plan, whereas built facilities such as Minerals Recycling Facilities (MRF's) are usually more permanent in nature and as such would not be expected to make provision for site restoration.
12.27.	The need for aftercare stems from the recognition that land which is to be fully reclaimed needs not only the replacement of subsoils and topsoils, but also to be cultivated and managed for a number of years in order to bring it to a satisfactory standard and condition. The ultimate aim of after care is that over time the land will not have to be treated any differently than undisturbed land. Aftercare may also require habitat creation and management.
12.28.	Legislation allows the Council to impose aftercare conditions through agreements under section 106 of the Town and country Planning Act 1990.

POLICY CONTEXT:	
National Policy	NPPF (Principally paras 170, 155, 204, 206, 207, 208 209 and 211). The policy complies with the NPPF by ensuring that there is a sufficient supply of minerals to provide the infrastructure, energy and goods that the country needs. As minerals are a finite resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation.
Local Evidence	•

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
													Y

Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation
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## 13. GENERAL REQUIREMENTS

### GRI: Design of Development

	13.1.	In accordance with CS(R)18 High Quality Design all development will be required to incorporate the principles of appropriate high quality design. Design is not just about how a development looks but also whether it is successful in its context, whether it functions well, whether it is enduring and of high quality, and lastly, whether it contributes toward broader sustainability objectives.
	13.2.	Achieving appropriate high quality design should be a key objective of all those involved in delivering sustainable development. Development should take the opportunities available to improve the quality and appearance of an area and the way it functions.
<b>MM050</b>		<p><b>Policy GRI: Design of Development</b></p> <ol style="list-style-type: none"> <li>1. The design of all development must be of an <b>n-appropriate</b> high quality, and must demonstrate that it is based upon the following principles:             <ol style="list-style-type: none"> <li>a. A clear understanding of the characteristics of the site, its wider context and the surrounding area;</li> <li>b. Efficient and effective use of the site; and</li> <li>c. The creation of visually attractive places that are well integrated with the surrounding buildings, streets and landscapes.</li> </ol> </li> <li>2. The Council will consider each of the following elements in determining whether the design is appropriate:             <ol style="list-style-type: none"> <li>a. Local architecture and character;</li> <li>b. Siting, layout, scale, height, proportion, form, grouping and massing;</li> <li>c. Topography and site levels;</li> <li>d. Orientation and appearance ;</li> <li>e. Materials, landscaping and green infrastructure;</li> <li>f. The relationship to neighbouring properties and street scene; and</li> <li>g. Reducing the fear of crime by promoting safe and connected environments</li> </ol> </li> <li>3. Development proposals should make a positive contribution to their surroundings and ensure they contribute to the creation of a high quality public realm that enhances conditions for pedestrians and cyclists. Development must where appropriate:             <ol style="list-style-type: none"> <li>a. Provide welcoming routes that are easy to use, well-lit and overlooked;</li> <li>b. Create well-defined streets and spaces;</li> <li>c. Where buildings are located on corners, ensure that they present a strong and active frontage to both aspects of the corner, and that the corners of the buildings themselves clearly define the corner in the streetscape;</li> <li>d. Integrate car parking and servicing so as not to dominate the street scene;</li> <li>e. Avoid detrimental impacts on existing infrastructure and natural features; and</li> <li>f. Provide linkages to the wider neighbourhood.</li> </ol> </li> <li>4. All major<sup>125</sup> development proposals involving the construction of new buildings must demonstrate how sustainable design and construction methods will be incorporated to achieve resource efficiency and resilience to climate change in</li> </ol>

<sup>125</sup> As defined in the Glossary

	accordance with CS(R)19 <a href="#">taking into account the site specific viability of the development, where appropriate.</a>																												
	<b>Justification</b>																												
	13.3.	High quality, innovative design is essential in creating and maintaining successful and sustainable places that are safe, attractive, and distinctive and where people will want to live, work, visit and enjoy. It is therefore necessary that this is at the forefront of all planning applications and the Council will require all new development to achieve a high design standard that contributes positively to the local distinctiveness and characteristics of places, spaces and neighbourhoods within the Borough.																											
<b>MM050</b>	13.4.	To ensure that new development is sympathetic to its surroundings and responds positively to local character, a comprehensive context appraisal should inform the design process. All development proposals should seek to successfully integrate into the existing built fabric by ensuring a positive relationship with their surroundings with respect to: layout, density, form, scale, massing, height, landscaping, access arrangements, and elevational design and by drawing reference from local materials. Further guidance can be found in <a href="#">the National Design Guide, National Model Design Code and the Design of Residential Development SPD</a> and the Design for Industrial and Commercial Development SPD.																											
	13.5.	The design of the spaces between buildings, both private and public, is a fundamental component in contributing to successful place-shaping. This includes hard and soft landscaping, art and sculpture, as well as boundary treatments, bin and cycle stores, use of materials and lighting. Landscape design and the intended use of any Greenspaces must form an integral part of any proposal, and should be considered from the outset to inform the design process and the creation of successful, inclusive places. Particular attention needs to be given to the interface between the public and private space and how an area will connect or relate to the wider Greenspace network. The Council expects all development to contribute to achieving high quality networks of green infrastructure in accordance with Policy HE4. The design of a development should also seek to encourage walking and cycling and use of public transport by creating attractive, safe and accessible entrances and routes.																											
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								Y																					

Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation
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## GR2: Amenity

	13.6. A core function of planning is to ensure a good standard of amenity for all existing and future occupants of all types of land and buildings, particularly residential properties.
MM051	<p><b>Policy GR2: Amenity</b></p> <ol style="list-style-type: none"> <li>1. All new development must be sited, designed and laid out to:                     <ol style="list-style-type: none"> <li>a. Avoid detriment to the living environment of existing or planned residential properties <u>and to ensure a high standard of amenity for existing and future users;</u></li> <li>b. Ensure that existing or planned residential development achieve and maintain the expected levels of privacy and outlook;</li> <li>c. Retain the character of existing buildings and spaces <u>creating places that are safe, inclusive and accessible, promoting health and wellbeing ;</u></li> <li>d. Ensure that appropriate storage space is provided, in particular for waste and recycling; and</li> <li>e. Provide and maintain safe highway conditions for pedestrians, cyclists and motor vehicles, including ensuring there is appropriate parking, access and servicing.</li> </ol> </li> <li>2. In addition all new residential development must:                     <ol style="list-style-type: none"> <li>a. Consider the orientation and design of buildings to maximise daylight and sunlight; and</li> <li>b. Ensure that adequate amenity space is provided.</li> </ol> </li> <li>3. Development must not prejudice the planned development of a larger site or area for which comprehensive proposals have been approved or are in preparation. A development proposal will be supported if, through its design and layout, it does not:                     <ol style="list-style-type: none"> <li>a. preclude the development of adjoining land with longer term potential;</li> <li>b. lead to unacceptable piecemeal forms of development;</li> <li>c. seek to avoid planning contributions by limiting the size of the development to avoid relevant thresholds.</li> </ol> </li> <li>4. The redevelopment of residential areas will be supported where it would improve amenity, quality and the local environment.</li> </ol>
MM051	
	<b>Justification</b>
	13.7. The NPPF states that, ‘the creation of high quality buildings and places is fundamental to what planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities’. Without appropriate controls, new

	development could result in unacceptable environments for its occupants, reduce the quality of life for the occupants of neighbouring buildings, and result in poor quality neighbourhoods overall.																											
13.8.	Any new development scheme should be underpinned by a robust analytical and contextual base. This will require a thorough understanding of a site and its surroundings together with an appreciation of all relevant design issues including the amenity of the development and the uses around it.																											
13.9.	High quality development by definition should provide a positive living environment for its occupiers whilst not having an adverse impact on the amenity of neighbours. Protection and enhancement of amenity is essential to maintaining people's quality of life and ensuring the successful integration of proposed development into existing neighbourhoods. Amenity refers to well-being and takes account of factors such as privacy, overlooking, outlook, noise and disturbance, the sense of overbearing, pollution and daylight and sunlight. A proposed development will need to consider its potential impact upon neighbouring properties and the surrounding area. Such considerations apply equally to proposals to extend and alter existing buildings as they do to new developments																											
13.10.	Privacy and outlook within the home and adequate levels of daylight are important to enable residents to feel comfortable in their homes. As such developments will be required to satisfy minimum standards for separation between properties <sup>126</sup> .																											
13.11.	Providing good daylight and sunlight to the home not only contributes to a more pleasant environment, but also has the potential to reduce energy requirements with the home. Careful orientation can ensure daylight and sunlight levels are maximised, without compromising level of privacy.																											
13.12.	Further detail on the provision of adequate residential garden and amenity space acceptable to the Council is provided in the Design for Residential Development SPD and the House Extensions SPD.																											
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<sup>126</sup> As set out in the Design of Residential Development SPD

Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation
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### GR3: Boundary Fences and Walls

	13.13. This policy aims to ensure that proposals for boundary treatments consider not only the functional need to provide a secure boundary for land and properties but also the importance of the appearance of the boundary and its impact on the character of a street scene.
MM052	<p><b>Policy GR3: Boundary Fences and Walls</b></p> <p>1. Boundary fences and walls that require planning permission will be required to be:</p> <ol style="list-style-type: none"> <li>visually attractive;</li> <li>constructed of high quality and durable materials; and</li> <li>appropriate to the character and appearance of the area in which they are located.</li> </ol> <p><del>2. Where fences or walls are to be erected forward of the established 'building lines' or in areas that are particularly open, no structures above 1 metre in height will be permitted, unless overriding security, highway safety or other such circumstances are satisfactorily demonstrated.</del></p> <p><del>3. Unless special circumstances exist, fences or walls above 2 metres in height will not be permitted in any location.</del></p> <p>4. <u>No fence or wall structures above 1 metre in height that require planning permission adjacent to a highway will be permitted, unless overriding security, highways safety or other such circumstances are satisfactorily demonstrated.</u></p>
	<b>Justification</b>
MM052	13.14. The Council will have regard to the amenity and visual impact of all proposed boundary treatments and will also have regard to security considerations.
MM052	<u>[New] Where fences or walls are to be erected forward of the established 'building lines' or in areas that are particularly open, no structures above 1 metre in height will be permitted, unless overriding security, highway safety or other such circumstances are satisfactorily demonstrated.</u>
MM052	<u>[New] Unless special circumstances exist, fences or walls above 2 metres in height will not be permitted in any location</u>

	13.15. As set out in Policy ED2: Employment Development, employment sites will be expected to locate security fencing, where required, to the internal edge of any perimeter landscaping.																												
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## GR4: Temporary Buildings

	13.16. Circumstances can arise where a temporary building may be appropriate even though this is not the same use as the Local Plan allocation. The Council will adopt a positive and flexible approach to such circumstances, so long as the proposal is consistent with Halton's Local Plan objectives and policies.								
	<table border="1"> <thead> <tr> <th colspan="2">Policy GR4: Temporary Buildings</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Planning permission will only be granted for temporary buildings to meet demonstrated essential short-term need provided that its location or appearance would not create an unacceptable impact on the visual amenities of the site or surrounding area.</td> </tr> <tr> <td>2.</td> <td>In assessing the need for temporary buildings the Council will grant planning permission where it would not prejudice the long term after-use of the site.</td> </tr> <tr> <td>3.</td> <td>Consent for a temporary building will be for a specified period commensurate with the quality and life-span of the building.</td> </tr> </tbody> </table>	Policy GR4: Temporary Buildings		1.	Planning permission will only be granted for temporary buildings to meet demonstrated essential short-term need provided that its location or appearance would not create an unacceptable impact on the visual amenities of the site or surrounding area.	2.	In assessing the need for temporary buildings the Council will grant planning permission where it would not prejudice the long term after-use of the site.	3.	Consent for a temporary building will be for a specified period commensurate with the quality and life-span of the building.
Policy GR4: Temporary Buildings									
1.	Planning permission will only be granted for temporary buildings to meet demonstrated essential short-term need provided that its location or appearance would not create an unacceptable impact on the visual amenities of the site or surrounding area.								
2.	In assessing the need for temporary buildings the Council will grant planning permission where it would not prejudice the long term after-use of the site.								
3.	Consent for a temporary building will be for a specified period commensurate with the quality and life-span of the building.								

4. Where it is considered that temporary buildings would create an unacceptable impact on the visual amenities of the site or surrounding area, planning permission may be granted where all of the following criteria are satisfied:

- The applicant proves a case of overriding short-term need for the building;
- The permission is for a maximum temporary period of 3 years, and the building is thereafter removed;
- The building is of superior quality; and
- The site and buildings are adequately landscaped to mitigate the effects on visual amenity.

**Justification**

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

POLICY CONTEXT:	
National Policy	NPPF (Principally paras 124, 125, 126, 127, 128, 149 and 150).
Local Evidence	<ul style="list-style-type: none"> <li>LCR Renewable Energy Study</li> </ul>

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
								Y					

Sustainability Appraisal	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and Landscape	Population and Human Health	Social Inclusiveness	Local Economy and Employment	Housing	Transportation
	0	0	0	0	0	0/+	0	0	0	0	0

**GR5: Renewable and Low Carbon Energy**

13.18. The Government has taken a number of steps to limit the UK’s emissions of greenhouse gases through legally binding targets, both now and in the future. As part of an international effort the UK has been signed up to the Kyoto Protocol since 1995 and in 2016 ratified the Paris Agreement. The 2008 Climate Change Act commits the

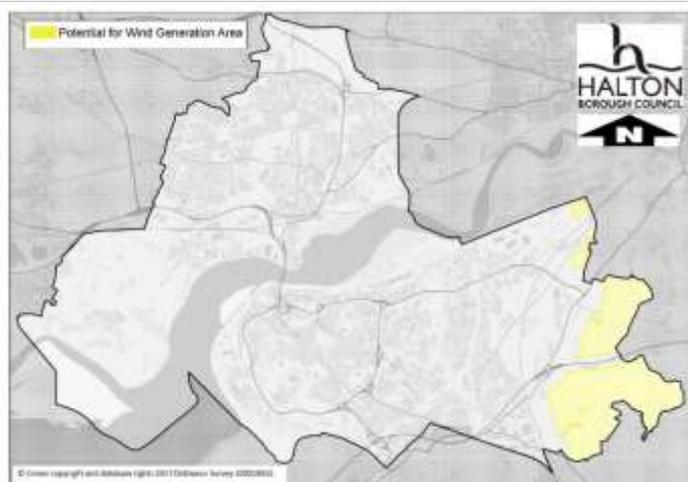
	Government to reducing targeted UK greenhouse gas emissions by at least 80% in 2050 from 1990 levels.
13.19.	Section 19 (1A) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to include in their Local Plans “policies designed to secure that the development and use of land in the local planning authority’s area contribute to the mitigation of, and adaptation to, climate change”.
13.20.	Paragraph 149 of the NPPF states that, “plans should take a proactive approach to mitigating and adapting to climate change. ...Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts”.
13.21.	One of the NPPF’s core planning principles is to support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, by amongst other things, encouraging the use of renewable resources.
	<p><b>Policy GR5: Renewable and Low Carbon Energy</b></p> <ol style="list-style-type: none"> <li>1. Development proposals for renewable energy developments will need to take into account, and minimise where appropriate, the potential environmental effects of the development on: <ol style="list-style-type: none"> <li>a. Residential / workplace amenity</li> <li>b. The visual amenity of the local area, including landscape character</li> <li>c. Local nature resources, including air and water quality</li> <li>d. The natural and built environments</li> <li>e. Any heritage-assets and their settings</li> <li>f. Biodiversity</li> <li>g. The openness and visual amenity of the Green Belt</li> <li>h. The amenities of sensitive neighbouring uses (including by virtue of noise, dust, odour or traffic)</li> <li>i. Other site constraints</li> </ol> </li> <li>2. Applications for all major renewable and low carbon energy proposals will need to be accompanied by an Energy Statement (as part of the Design and Access Statement) which includes: <ol style="list-style-type: none"> <li>a. The environmental effects of the development;</li> <li>b. A landscape and visual assessment;</li> <li>c. An ecological assessment;</li> <li>d. The proposals benefits in terms of the amount of energy it is expected to generate; and</li> <li>e. Any unavoidable damage that would be caused during installation, operation or decommissioning, and how this will be minimised and mitigated, or compensated for.</li> </ol> </li> <li>3. The Council will take into account the individual and cumulative impacts <b>of applications including any identified harm of proposals</b> for renewable and low carbon energy developments on the above. Where <b>significant adverse impacts and/or harm</b> are identified, particularly through a landscape, visual, <del>or</del> ecological assessment, <b>or heritage assessment</b>, the Council will balance the impact against the wider <b>public</b> benefits of delivering renewable and low carbon energy.</li> <li>4. The incorporation of renewable and low carbon energy into developments will be encouraged, particularly as part of major schemes.</li> </ol>

MM053

	<ol style="list-style-type: none"> <li>5. The retrofit of renewable energy and use of micro-renewables will be supported in appropriate buildings and locations.</li> <li>6. Proposals for decentralised energy networks will be supported, particularly those located in Energy Priority Zones. Within these areas, development proposals will be expected to connect to, or make provisions for future connections, to existing or proposed decentralised energy networks where feasible.</li> <li>7. Other opportunities for renewable and low carbon energy within Energy Priority Zones will be supported.</li> <li>8. The Council will support community based renewable energy schemes which can help to deliver cheap energy sources to local communities through a local supply network.</li> <li>9. Developments for wind turbines must be located in areas with potential for wind generation as shown in Figure 20 12 Development will only be granted where it can be demonstrated that, following consultation, the planning impacts identified by the local community have been fully addressed and that the proposal has their backing.</li> <li>10. When a wind turbine is decommissioned or no longer in use it is expected that the turbine will be removed and the area restored to an appropriate use at the earliest opportunity.</li> </ol>
	<b>Justification</b>
13.22.	This policy is seeks to support renewable and low-carbon energy development whilst ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts. Examples of renewable and low carbon energy development considered under this policy include wind turbines, solar installations, and energy systems associated with other development such as Combined Heat and Power (CHP) or district heating.
13.23.	Developers will be expected to provide evidence to support their proposals including landscape, visual and ecological assessments (including where required an EIA and HRA) and to demonstrate that any impacts can be satisfactorily mitigated where negative impacts cannot be solely removed through site selection.
13.24.	Careful siting of installation may be sufficient to prevent adverse impacts; however, in some cases appropriate landscape screening could be used to mask or reduce the visual and amenity impact of the proposal. When considering the design of proposals consideration will also be given to issues such as overshadowing and noise impact.
13.25.	The vast majority of the existing housing stock was built without consideration of climate change and consequently needs to be adapted to enhance its long-term sustainability. Retrofitting, that is the fitting of climate adaptation measures to existing premises, may be a cost effective means of adapting existing stock to ensure it is upgraded to cope with the current climate and future climatic changes.
13.26.	There are a number of key benefits to retrofitting including: improving resilience to flooding; improving water and energy efficiency through the introduction of cost-effective measures that save water, energy and carbon alike; and addressing the issue of overheating without constituting a significant increase in carbon dioxide emissions. These measures will make the internal environment of existing buildings more comfortable and will ensure fewer resources are consumed, thus reducing costs and reducing carbon dioxide emissions and thereby make an important contribution to sustainable development.

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

**AM020 Figure 21-12: Potential for Wind Generation Areas**



<b>POLICY CONTEXT:</b>	
National Policy	NPPF (Principally paras 149, 150, 152, 153, 154).
Local Evidence	•

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
										Y			

Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation
		0/+	0/+		+	+	0/+	0	0	0	0

## 14. GREEN BELT

### GBI: Control of Development in the Green Belt

	<p>14.1. When considering planning applications for development in the Green Belt, the Council will give substantial weight to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.</p>
<p><b>MM054</b></p>	<p><b>Policy GBI: Control of Development in the Green Belt</b></p> <p>1. The construction of new buildings is inappropriate in Green Belt. Exceptions to this are:</p> <ul style="list-style-type: none"> <li>a. buildings for agriculture and forestry;</li> <li>b. provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries <b>and burial grounds and allotments</b>, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;</li> <li>c. the replacement, extension or alteration of a building provided that it does not result in disproportionate<sup>127</sup> additions over and above the size of the original building and that it is of an appropriate scale, character and appearance;</li> <li>d. limited infilling<sup>128</sup> in the villages,</li> <li>e. limited affordable housing for local community needs under policies set out in the Local Plan; or</li> <li>f. limited infilling<sup>129</sup> or the partial or complete redevelopment of previously developed sites (brownfield land<sup>130</sup>), whether redundant or in continuing use (excluding temporary buildings), which would: <ul style="list-style-type: none"> <li>i.) not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.</li> <li>ii.) not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.</li> </ul> </li> </ul> <p>Development proposals that do not qualify as exceptions are by definition inappropriate development.</p> <p>2. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:</p> <ul style="list-style-type: none"> <li>a. mineral extraction;</li> <li>b. engineering operations;</li> </ul>

<sup>127</sup> The increase in the size of a building by up to 30% of the original building volume is considered an acceptable increase for proposals for replacement, extension and alteration. The original building does not include separate detached outbuildings.

<sup>128</sup> Infilling is defined as the filling of a small gap (for residential development up to two dwellings) in an otherwise built up frontage in a recognised village.

<sup>129</sup> Infilling is defined as the filling of a small gap (for residential development up to two dwellings) in an otherwise built up frontage in a recognised village.

<sup>130</sup> Defined in MHCLG (2019) NPPF

	<ul style="list-style-type: none"> <li>c. local transport infrastructure that can demonstrate a requirement for a Green Belt location;</li> <li>d. material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds);</li> <li>e. the re-use of buildings provided that the buildings are of permanent and substantial construction; and</li> <li>f. development brought forward under a Community Right to Build Order or a Neighbourhood Development Order.</li> </ul>
	<b>Justification</b>
14.2.	National planning policy regards some development as 'appropriate' within the Green Belt, however, this is limited to uses which keep the land open and are consistent with the purposes that Green Belt serves, including agriculture, forestry, cemeteries, and outdoor sport and recreation. All forms of development that are 'not inappropriate' are listed in the National Planning Policy Framework (NPPF).
14.3.	Applicants will be expected to consider whether any existing buildings could be re-used sustainably rather than proposing a new development that may have greater impact on the Green Belt and the environment, and to include measures that may serve to mitigate the effect on the character of the area, such as through high standards of design and landscaping.
14.4.	The NPPF lists exceptions that include the limited infilling or the partial or complete redevelopment of previously developed land provided criteria are met. Consideration will be given on a case-by-case basis, recognising that new development should not have a greater impact on the openness of the Green Belt than the existing development. As such, careful assessment of the impact of existing buildings and structures in comparison to new development is required. For example, an existing area of hardstanding can be regarded as 'development' but its impact on openness is significantly less than a proposed building. Applicants are encouraged to take the opportunity to make improvements to the openness of the Green Belt where possible, which could include focusing development in a less conspicuous part of the site or removing a sprawl of buildings in favour of a single, cohesive development that leaves the remainder of the site open.
14.5.	The purposes of the Green Belt are to:
	<ul style="list-style-type: none"> <li>i. check the unrestricted sprawl of large built up areas;</li> <li>ii. prevent neighbouring towns from merging into one another;</li> <li>iii. safeguard the countryside from encroachment;</li> <li>iv. preserve the setting and special character of historic towns; and</li> <li>v. assist urban regeneration by encouraging the recycling of derelict and other urban land.</li> </ul>
14.6.	There are existing dwellings within the Green Belt in Halton and it is reasonable for those living within them to be able to extend or replace their homes to meet their changing needs and circumstances, provided that overall openness is preserved. The amount of enlargement is not dependent on the size of the plot or the general size of buildings in the area but rather the size of the original building. To permit a significant increase in the size of a building merely because it is sited on a large plot or there are other larger structures nearby would undermine the objectives of safeguarding the openness of the Green Belt and its purposes.
14.7.	The original building will be determined based on its size as existing on 1 July 1948 or as first built if later than this date. In order to give applicants greater certainty as to the amount

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

**POLICY CONTEXT:**

National Policy	NPPF (Principally paras 20, 122, 117, 118, 119, 121, 124, 125, 127, 133, 135, 136, 137, 138 and 139).
Local Evidence	<ul style="list-style-type: none"> <li>Halton Landscape Character Assessment (HBC, 2009)</li> <li>Mid Mersey Strategic Housing Market Assessment (GL Hearn 2016)</li> <li>LCR Strategic Housing and Employment Land Market Assessment (GL Hearn, 2017)</li> <li>Strategic Housing Land Availability Assessment (HBC, 2017)</li> <li>Halton Green Belt Review (Summary Report (2017)</li> </ul>

Strategic Objectives	SO1	SO2	SO3	SO4	SO5	SO6	SO7	SO8	SO9	SO10	SO11	SO12	SO13
										Y			

Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation
	0	0		0	0	+	0	0	0	0/+	0

**GB2: Safeguarded Land**

14.8.	National Planning Policy Framework states “Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period.” This means that where Green Belt boundaries are defined or amended Councils need to have regard not only to the development needs of the current Plan period, but potential development needs beyond.
14.9.	This can lead to land being excluded from the Green Belt that is not needed for development during the current Plan period. This land may be protected from development as if it were Green Belt, but ‘safeguarded’ for potential future development should a future Local Plan review deem it necessary.

MM055	<b>Policy GB2: Safeguarded Land</b>																																									
MM055	<p>1. <del>Development on</del> Safeguarded Land <b>is not allocated for development at the present time. Development</b> will only be permitted where:</p> <p>a. it is essential for agriculture, forestry, outdoor recreation or for other purposes appropriate to a rural area; or</p> <p>b. necessary for the operation of an existing use(s);</p> <p><b>[New] where the proposal is for an extension to an existing development and is consistent with other policies in the Plan;</b> or</p> <p>c. it is a temporary use that would retain the open nature of the land.</p>																																									
MM055	<p><b>[New] it would not prejudice the future comprehensive development of safeguarded land</b></p> <p>2. The following areas are identified as Safeguarded Land and are identified on the Policies Map</p>																																									
	<table border="1" data-bbox="359 728 1348 1579"> <thead> <tr> <th data-bbox="359 728 454 772">Ref</th> <th data-bbox="454 728 1197 772">Site</th> <th data-bbox="1197 728 1348 772">Site Size</th> </tr> </thead> <tbody> <tr> <td data-bbox="359 772 454 862">SG1</td> <td data-bbox="454 772 1197 862">Land to the west of Barkers Hollow Road, Dutton</td> <td data-bbox="1197 772 1348 862">5.0</td> </tr> <tr> <td data-bbox="359 862 454 952"><del>SG2</del></td> <td data-bbox="454 862 1197 952"><del>Land to the east of Chester Road, Daresbury</del></td> <td data-bbox="1197 862 1348 952"><del>2.1</del></td> </tr> <tr> <td data-bbox="359 952 454 1041">SG3</td> <td data-bbox="454 952 1197 1041">Land between Keckwick and the Tunnel Top, Daresbury Lane, Daresbury</td> <td data-bbox="1197 952 1348 1041">9.0</td> </tr> <tr> <td data-bbox="359 1041 454 1131"><del>SG4</del></td> <td data-bbox="454 1041 1197 1131"><del>Land south of Daresbury Lane, Daresbury</del></td> <td data-bbox="1197 1041 1348 1131"><del>1.7</del></td> </tr> <tr> <td data-bbox="359 1131 454 1220">SG5</td> <td data-bbox="454 1131 1197 1220">Land between Canal and Barkers Hollow Road</td> <td data-bbox="1197 1131 1348 1220">27.9</td> </tr> <tr> <td data-bbox="359 1220 454 1310">SG7</td> <td data-bbox="454 1220 1197 1310">land at Preston on the Hill</td> <td data-bbox="1197 1220 1348 1310">21.2</td> </tr> <tr> <td data-bbox="359 1310 454 1400">SG8</td> <td data-bbox="454 1310 1197 1400">Field House, Summer Lane</td> <td data-bbox="1197 1310 1348 1400">9.6</td> </tr> <tr> <td data-bbox="359 1400 454 1489"><del>SG9</del></td> <td data-bbox="454 1400 1197 1489"><del>All Saints Vicarage, Daresbury Lane</del></td> <td data-bbox="1197 1400 1348 1489"><del>1.1</del></td> </tr> <tr> <td data-bbox="359 1489 454 1579">SG10</td> <td data-bbox="454 1489 1197 1579">(W6) Pex Hill</td> <td data-bbox="1197 1489 1348 1579">17.24</td> </tr> <tr> <td data-bbox="359 1579 454 1668">SG11</td> <td data-bbox="454 1579 1197 1668">(W13) Land at Hale Gate Road</td> <td data-bbox="1197 1579 1348 1668"><del>27.1</del> <b>25.1</b></td> </tr> <tr> <td data-bbox="359 1668 454 1758">SG12</td> <td data-bbox="454 1668 1197 1758">(W41) Land adjacent to Notcutts Garden Centre</td> <td data-bbox="1197 1668 1348 1758">10.73</td> </tr> <tr> <td data-bbox="359 1758 454 1848">SG13</td> <td data-bbox="454 1758 1197 1848">(W48) Land to the south of Hale Bank Road</td> <td data-bbox="1197 1758 1348 1848">22.67</td> </tr> </tbody> </table>			Ref	Site	Site Size	SG1	Land to the west of Barkers Hollow Road, Dutton	5.0	<del>SG2</del>	<del>Land to the east of Chester Road, Daresbury</del>	<del>2.1</del>	SG3	Land between Keckwick and the Tunnel Top, Daresbury Lane, Daresbury	9.0	<del>SG4</del>	<del>Land south of Daresbury Lane, Daresbury</del>	<del>1.7</del>	SG5	Land between Canal and Barkers Hollow Road	27.9	SG7	land at Preston on the Hill	21.2	SG8	Field House, Summer Lane	9.6	<del>SG9</del>	<del>All Saints Vicarage, Daresbury Lane</del>	<del>1.1</del>	SG10	(W6) Pex Hill	17.24	SG11	(W13) Land at Hale Gate Road	<del>27.1</del> <b>25.1</b>	SG12	(W41) Land adjacent to Notcutts Garden Centre	10.73	SG13	(W48) Land to the south of Hale Bank Road	22.67
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	<p>14.10. The National Planning Policy Framework requires that, when amending Green Belt boundaries, Local Planning Authorities should 'where necessary, identify in their plan areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period'. They should also 'make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development'.</p>																																									

<b>POLICY CONTEXT:</b>													
National Policy	NPPF (Principally paras 20, 117, 118, 119, 121, 133, 135, 136, 137, 138 and 139).												
Local Evidence	<ul style="list-style-type: none"> <li>Halton Landscape Character Assessment (HBC, 2009)</li> <li>Mid Mersey Strategic Housing Market Assessment (GL Hearn 2016)</li> <li>LCR Strategic Housing and Employment Land Market Assessment (GL Hearn, 2017)</li> <li>Strategic Housing Land Availability Assessment (HBC, 2017)</li> <li>Halton Green Belt Review (Summary Report (2017)</li> </ul>												
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Sustainability Appraisal	Biodiversity, Flora and	Water Quality and	Soil and Land Resources	Air Quality	Climatic Factors and	Cultural Heritage and	Population and Human	Social Inclusiveness	Local Economy and	Housing	Transportation		
	0	0	+	0	0	0/+	0	0	0	0	0		

## 15. APPENDICES

### Appendix A: Glossary

Affordable Housing		Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. <sup>131</sup>
Affordable Rented Housing		Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
Aggregate		Materials used for construction purposes such as sand, gravel, crushed rock and other bulk material.
Air Quality Management Area	AQMA	An area designated by the local authority because they are not likely to achieve national air quality objectives by the relevant deadlines.
Allocation		The land use assigned to a parcel of land as proposed in a statutory Local Plan.
Amenity		A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.
Ancient woodland		An area that has been wooded continuously since at least 1600 AD.
Asset of Community Value	ACV	A building or other land identified by the community where its actual current use furthers the social wellbeing and interests of the local community, or a use in the recent past has done so. If the Council has agreed that it has met this test then it will be added to a list of community assets giving the right for the community to bid the land or building if it is put on the market.
Authority Monitoring Report	AMR	A publication that assesses the Council's progress in preparing local plan documents monitors their performance in terms of various indicators and the success of its planning policies in achieving their aims.
Best and Most Versatile Agriculture Land	BMV	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Biodiversity		The whole variety of life, including genetic, species and ecosystem variations.
Building Research Establishment Environmental	BREEAM	BREEAM is a nationally and internationally recognised environmental assessment method and rating system for non-domestic buildings. It was first launched in 1990 and sets the

<sup>131</sup> It is noted that this definition could be subject to change as the more detailed regulations and secondary legislation associated with the Housing and Planning Act are formulated.

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

	Community Infrastructure Levy	CIL	A levy allowing the Council to raise funds from owners or developers of land undertaking new building projects in the Borough.
	Community Infrastructure		The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls, leisure facilities, cultural facilities, education services, healthcare facilities and renewable energy installations.
	Comparison Goods		Goods where the customer makes comparison between different shops e.g. clothing and footwear, do-it-yourself goods, household and recreational goods.
	Conditions (on a planning permission)		Requirements attached to a planning permission to limit or direct the manner in which development is carried out.
	Conservation		The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
	Conservation Area		An area designated by a Local Planning Authority for preservation and enhancement due to the special architectural or historic interest of its buildings and their settings.
	Contaminated Land		Land which is polluted by the presence of radioactive materials or chemical substances at concentrations which could make it unsafe for development without action to remove the source of contamination.
	Convenience Goods		Goods which the customer normally buys frequently, of necessity and with minimum effort including food, confectionary, tobacco and newspapers.
	Core Strategy		The main Local Plan document that sets out the long-term spatial vision for the Borough, the spatial objectives and strategic policies to deliver that vision, having regard to the Sustainable Community Strategy.
	Delivery and Allocations Local Plan	DALP	The Delivery and Allocations Local Plan (DALP) will set out the planning policies and land allocations to guide decisions on the location, scale and type of development and changes in the way land and buildings are used. The DALP will incorporate a partial review of the Halton Local Plan Core Strategy (adopted in April 2013) and will also identify key areas of land for development and policies for development management.
	Designation (s)		Areas of land identified on the Policy Map to which specific planning policies apply, e.g. Green Belt, Primarily Residential Areas, etc.
	Design Code		A set of written and graphical rules that set the parameters for the detailed design of a significant new development. These can be required at outline or detailed stage
	Design Review		Assessment of design proposals by a nominated panel, the recommendations of which would be a material consideration in determining the application
	Designated Heritage Asset		A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
	Development		Defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other

			operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission.
	Development Control / Management		The process whereby a local planning authority receives and considers the merits of a planning application and whether it should be given permission having regard to the development plan and all other material considerations.
	Development Plan		This includes adopted Local Plans and Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
	District Centre		A District Centre can be described as a large group of shops, together with appropriate supporting non-retail facilities and services, which collectively form a coherent shopping centre.
	Duty to Co-operate		The Duty to Co-operate places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters. The duty to cooperate was created in the Localism Act 2011.
	Dwelling		Self-contained units of residential accommodation. This includes houses, apartments, and maisonettes.
	Examination		This is essentially a public inquiry conducted by an independent inspector to test the soundness of the documents produced as part of the Local Plan to decide if they are legally compliant and 'sound'.
	Economic Development		Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
	Ecological Networks		These link sites of biodiversity importance.
	Edge of Centre		For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
AM021	Employment Land		Land <u>used or</u> identified for business, ( <a href="#">Office, Research / Development, Light Industry</a> ), general industrial, and storage and distribution development, as defined by Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987. <u>now superseded by the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020</u> It does not include land for retail development or 'owner specific' <u>expansion</u> land.
	Environmental Impact Assessment	EIA	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
	European Site		This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2010.

	Fracking		A process of injecting water, sand and chemicals at high pressure down and across into wells drilled into shale rock. The pressurized mixture causes the rock to fracture or crack which releases gas [or oil] which flows up the well to be collected.
	Geodiversity		The range of rocks, minerals, fossils, soils and landforms.
	Green Belt		A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the Green Belt are to: check the unrestricted sprawl of large built up areas; to prevent neighbouring towns from merging into one another; safeguard the countryside from encroachment; preserve the setting and special character of historic towns; and assist urban regeneration by encouraging the recycling of derelict and other urban land. Green Belts are defined in a Local Planning Authority's Development Plan.
	Greenfield Land		Land which has not been previously developed, or which has now returned to its natural state. This includes playing fields and residential gardens.
	Green Infrastructure	GI	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
	Gypsies and Travellers		Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
	Habitats Directive		European Directive to conserve natural habitats and wild flora and fauna.
	Health and Well-being		A definition of the general condition of a person in terms of mind, body and spirit.
	Heritage Assets		A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
	Historic Environment		All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
	House in Multiple Occupation	HMO	A house occupied by unrelated individuals, some of whom share one or more of the basic facilities. Commonly shared facilities include: bathrooms, toilets, shower rooms, living rooms and kitchens. A building defined as a HMO may consist entirely of bedsit unit type accommodation (where some or all amenities are shared) or a combination of both bedsits and self-contained flats.
	Hydraulic fracturing (also known as 'fracking')		A process of injecting water, sand and chemicals at high pressure down and across into wells drilled into shale rock. The pressurized mixture causes the rock to fracture or crack which releases gas [or oil] which flows up the well to be collected.

	Impact Assessment		Assessment of the impact of a proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area.
	Inclusive Design		Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
	Infrastructure		Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
	Infrastructure Plan		The Infrastructure Plan is a supporting document to the Local Plan. Its purpose is to provide background evidence regarding the physical and social infrastructure likely to be needed to support identified development in the Borough over the plan period. It sets out a baseline assessment of existing infrastructure provision and provides an indication of the existing capacity and shortfalls of all types of infrastructure. The document will be updated and monitored regularly and will assist in future delivery of infrastructure requirements. The Infrastructure Plan relies on the input of infrastructure partners and stakeholders and is therefore only as accurate as the plans of our partners.
	Infill		The development of a relatively small gap between existing buildings.
	Intermediate Housing		Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.
	Large Scale Major Developments		A large scale major development is one where the number of residential units to be constructed is 200 or more or where the floor space to be built is 10,000 square metres or more, or where the site area is 2 hectares or more. Where the number of residential units or floor area proposed to be constructed is not given in the application a site area of 4 hectares or more should be used as the definition of a major development.
	Listed Building		A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and includes any buildings or permanent structures within its curtilage which have formed part of the land since before 1 July 1948. English Heritage is responsible for designating buildings for listing in England.
	Liverpool City Region	LCR	The Liverpool City Region is the geographical, economic and political area centred on Liverpool, which also includes the local authorities of Halton, Knowsley, Sefton, St Helens and Wirral.
	Local Centre		A Local Centre offers a smaller range of facilities than those present in a District Centre. Nonetheless they play an equally important role in meeting the day-to-day shopping needs for the community, particularly the less mobile and elderly. Local Centres appear in a variety of forms, from single linear streets and parades of shops through to more sprawling and/or scattered layouts. They typically feature a newsagent and/or

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

	Master planning		An activity to create a 2 or 3 dimensional image of a development to help articulate the design vision for a site. Often these are illustrative rather than detailed.
	Material Considerations		A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.
	Mixed Use Development		This is a development that includes a mix of uses this could be a mix of retail, leisure, residential or employment. It does not have to include all of these uses.
	National Planning Policy Framework	NPPF	National planning published by the Department of Communities and Local Government in March 2019.
	Nature Improvement Areas	NIA	Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change.
	Neighbourhood Plans		A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
	Non-designated heritage assets		Locally important heritage assets identified by the Local Planning Authority, where there is often a strong local affinity or association: <ul style="list-style-type: none"> <li>• Areas of Local Archaeological Interest (including the Areas of Archaeological Potential and Sites of Archaeological Importance identified in Local Plans)</li> <li>• Buildings of local architectural or historic interest (Local List)</li> <li>• Locally important built assets not on the Local List</li> <li>• Locally significant historic parks and gardens</li> <li>• Other locally important historic landscapes</li> </ul>
	Open Countryside		The open countryside is defined as the area outside the settlement boundaries Runcorn, Widnes and Hale and not designated as Green Belt or Safeguarded land.
	Greenspace		All Greenspace of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
	Original Building		A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.
	Outdoor Sports Facilities		Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.
	Permitted Development		Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.
	Pitch		A pitch on a 'gypsy and traveller' site. A traveller pitch is the space required to accommodate one household and will vary according to the size of the household in a similar way to housing for the settled community. A caravan does not equate to a household. One household may comprise three generations of extended family living in several caravans. Typically a family pitch will provide space for a

			mobile home and touring caravan, space for parking, and an amenity block.
	Planning Inspectorate	PINs	The Planning Inspectorate is an executive agency of the Department for Communities and Local Government. It is responsible for determining final outcomes of planning and enforcement appeals and public examination of local development plans.
	Planning Practice Guidance	PPG	National on-line planning practice guidance which is regularly updated and which supplements the National Planning Policy Framework.
	Plot		A plot within a travelling showpeople site, also known as a yard. These plots may need to incorporate space to allow for storage of equipment.
	Policies Map		A map on an Ordnance Survey base, illustrating the policies and proposals of a local plan and defining sites for particular developments or land uses and the areas to which specified development management policies will be applied.
	Pollution		Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
	Previously Developed Land	PDL	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: <ul style="list-style-type: none"> <li>• land that is or has been occupied by agricultural or forestry buildings;</li> <li>• land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;</li> <li>• land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and</li> <li>• Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.</li> </ul>
	Primary Shopping Area		Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
	Priority habitats and species		Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
	Public Consultation		A process by which the public's opinion on matters affecting them is sought.
	Ramsar Sites		Wetlands of international importance, designated under the 1971 Ramsar Convention.
	Renewable and low carbon energy		Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the

			wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
	Residential Amenity		The quality of the living environment for occupants of a dwelling house, including its associated external spaces.
	Safeguarded Land		Safeguarded Land is land between the urban area and the Green Belt. It ensures the protection of Green Belt within the longer time-scale by reserving land which may be required to meet longer-term development needs without the need to alter Green Belt boundaries.
	Schedule Ancient Monuments	SAMs	Scheduled Ancient Monuments are sites of outstanding national importance that are worthy of protection. The word "monument" covers the whole range of archaeological sites. Scheduled monuments are not always ancient, or visible above ground. They are placed on a schedule by the government based on the advice of Historic England.
	Secondary Materials or Aggregates		Reclaimed or recycled materials that are used within the construction industry as a substitute for primary aggregates.
	Section 106 Agreements		Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement and is a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms.
	Section 123 List		A list of projects or types of infrastructure that a Council intends to fund, or may fund, through the Community Infrastructure Levy. This refers to Section 123 of the Community Infrastructure Levy Regulations.
	Self-Build		The definition of self-build includes housing built by individuals or groups of individuals for their own use, either by building the homes themselves or working with builders.
	Sense of Place		Distinctive qualities in a new development that captures and build upon the existing qualities of the surrounding area, or which define a new, distinctive townscape character.
	Setting		The area surrounding a place, a building or feature that contributes to its appreciation/enjoyment.
	Setting of a Heritage Assets		The surroundings in which an asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
	Significance		The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
	Sites of Special Scientific Interest	SSSI	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
	Special Protection Areas	SPAs	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the

			migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
	Social Rented Housing		Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
	Soundness		Soundness means founded on a robust and credible evidence base. For a Local Plan to be sound it must be positively prepared (to meet development needs) justified, effective deliverable) and consistent with national policy.
	Statutory Undertakers		Organisations which have powers derived from statute to develop and operate utility services, including gas, water supply, electricity, and telecommunications.
	Strategic Environmental Assessment	SEA	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
	Strategic Flood Risk Assessment	SFRA	A Strategic Flood Risk Assessment is a study carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.
	Strategic Housing Land Availability Assessment	SHLAA	This examines the availability of land in the Borough for residential use and forms part of the Local Plan Evidence Base. It does not allocate sites for housing.
	Strategic Housing and Employment Land Market Assessment	SHELMA	
	Strategic Housing Market Assessment	SHMA	Strategic Housing Market Assessments are a requirement under national planning policy, and are a key part of the evidence base required to ensure the delivery of housing that meets the needs of communities now and in years to come. They provide a comprehensive survey of housing, including the housing market and local housing needs requirements across all tenures and for a range of client groups.
	Supplementary Planning Document	SPD	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
	Sustainability Appraisal	SA	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable Development		A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The Government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development in the UK'. The four aims, to be achieved simultaneously are: <ul style="list-style-type: none"> <li>• Social progress that recognises the needs of everyone;</li> <li>• Effective protection of the environment;</li> <li>• Prudent use of natural resources; and</li> <li>• Maintenance of high and stable levels of economic growth and employment.</li> </ul>
Sustainable Drainage Systems	SuDS	An approach to managing rainfall in development that replicates natural drainage, managing it close to where it falls, maximising infiltration and minimising surface run-off.
SuDS Approving Body	SAB	The local authority (eg the Council) whose duty it is to deal with the design, approval and adoption of sustainable urban drainage systems within new development.
Town Centre		Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
Transport Assessment		A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Transport statement		A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.
Travelling Showpeople		Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers.
Travel Plan		A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Tree Preservation Order	TPO	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a Tree Preservation Order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.

AM021	<p>Use Classes Order <a href="#">1987</a></p> <p><a href="#">Note : Substantially revised in 2020</a></p>		<p>The different land uses are:</p> <p>A1 – Shops <del>CI</del>–Hotels</p> <p>A2 – Financial and Professional Services</p> <p>A3 -- Restaurants and Cafes</p> <p>A4 – Driving Establishments</p> <p>A5 -- Hot Food Takeaways</p> <p>B1 – Business : <a href="#">Office, Research / Development, Light Industry</a></p> <p>B2 – General Industrial</p> <p>B8 – Storage and Distribution</p> <p><a href="#">C1 - Hotels</a></p> <p>C2 - Residential Institutions</p> <p>C2A - Secure Residential Institutions</p> <p>C3 – Dwellings</p> <p>C4 - Houses in Multiple Occupation</p> <p>D1 - Non Residential Institutions</p> <p>D2 --Assembly and Leisure</p> <p>Sui Generis – a use which is not included <a href="#">within one of the above definitions defined use class groupings</a></p>
	Viability Assessment		<p>A report, including a financial appraisal, to establish the profit or loss arising from a proposed development. It will usually provide an analysis of both the figures inputted and output results together with other matters of relevance. An assessment will normally provide a judgement as to the profitability, or loss, of a development.</p>
	Vitality and Viability		<p>The vitality and viability of town and district centres depends on retaining and developing a wide range of attractions and amenities: creating and maintaining an attractive environment: ensuring good accessibility to and within the centre: and attracting continuing investment in development or refurbishment of existing buildings</p>
	Washed Over		<p>Some sites are included within, rather than surrounded by, areas of Green Belt. Where this is the case the term washed over is used to describe the Green Belt conditions prevailing.</p>
	Windfall Sites		<p>Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.</p>

## Appendix B: NPPF Requirements

- B.1 This appendix shows the National Planning Policy Framework (NPPF) requirements relevant to the Local Plan and the corresponding policy that the requirement would be covered in.
- B.2 It should be noted that this is not a complete copy of the NPPF, it just provides a selection of areas within the Framework where the Local Plan is specifically required to provide a policy or information. If you wish to read a full copy of the NPPF it can be found at [www.gov.uk/government/collections/planning-practice-guidance](http://www.gov.uk/government/collections/planning-practice-guidance)

AM022	NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Halton's Local Plan Policy
AM022	Building a Strong, Competitive Economy	<del>(81)</del> (82b) Set criteria, or identify strategic sites, for local and inward investment to match the <del>[economic vision and]</del> strategy and to meet anticipated needs over the plan period.	ED1: Employment Allocations
AM022		<del>(81)</del> (83) Policies should recognise and address the specific locational requirements of different sectors. (82d) Policies should be flexible enough to accommodate needs not anticipated in the plan, <a href="#">allow for new and flexible working practices</a> and to <del>allow</del> <a href="#">enable</a> a rapid response to changes in economic circumstances.	ED2: Employment Development / ED3: Complementary Services and Facilities within Employment Areas
AM022	Ensuring the Vitality of Town Centres	<del>(85)</del> (86a) Define a network and hierarchy of town centres and promote the long term vitality and viability. (86b) Defining the extent of town centres and primary shopping areas..	HC3: Primary Shopping Areas <del>and Frontages</del>
AM022		<del>(85)</del> (86d) Allocate a range of suitable sites to meet the scale and type of <del>retail, leisure, commercial, office, tourism, cultural, community and residential development needs in town centres. development likely to be needed, looking at least ten years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where retail necessary.</del>	HC2: Allocations within Halton's Centres
AM022		<del>(85)</del> (86(e)) where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre. <del>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, policies for meeting the identified needs in other accessible locations that are well connected to the town centre.</del>	HC2: Allocations within Halton's Centres

AM022	NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Halton's Local Plan Policy
AM022	Promoting Sustainable Transport	<del>(103) Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.</del> <u>(105) Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.</u>	CS(R)15: Sustainable Transport / C1: Transport Network and Accessibility
AM022		<del>(105) (107) If setting local parking standards for residential and non-residential development, local planning authorities should take into account:</del> <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>• <del>an overall need to reduce the use of high-emission vehicles</del></li> <li>• <u>the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.</u></li> </ul>	C2: Parking Standards
AM022	Supporting High Quality Communications Infrastructure	<del>(112) (114) In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including next generation mobile technology (5G) and full fibre broadband connections.</del>	C3: Delivery of Telecommunications Infrastructure
AM022	Delivering a Wide Choice of High Quality Homes	<del>(67) Identify key sites which are critical to the delivery of the housing strategy over the plan period</del> <u>(62) The size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes</u>	RD1: Residential Development Allocations
AM022	Requiring Good Design	<del>(125) Local Plans should, at the most appropriate level, set out a clear design vision and expectations, so that as much certainty as possible about what is acceptable is established. Design policies need to provide maximum clarity about design expectations.</del> <u>(127) Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design</u>	CS18 - High Quality Design / GR1: Design of Development

AM022	NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Halton's Local Plan Policy
		<a href="#">policy, guidance and codes by local planning authorities and developers.</a>	
AM022	Protecting Green Belt Land	<del>(136) 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.</del> <a href="#">(140). Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period.</a>	CS(R)6: Green Belt / / GBI: Control of Development in the Green Belt
AM022	Meeting the Challenge of Climate Change, Flooding and Coastal Change	<del>(151) Consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources.</del> <a href="#">(153). Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.</a>	GR5: Renewable and Low Carbon Energy
AM022		<del>(151) 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.</del>	GR5 Renewable and Low Carbon Energy
AM022	Conserving and Enhancing the Natural Environment	<del>(174) 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.</del> <a href="#">(175). Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.</a>	HE1: Nature Conservation

AM022	NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Halton's Local Plan Policy
AM022	Facilitating the Sustainable Use of Minerals	<del>(204) Identify and include policies for extraction of mineral resources of local and national importance in their area.</del> <u>(210a) provide for the extraction of mineral resources of local and national importance, but not identify new sites or extensions to existing sites for peat extraction;</u>	HE11: Minerals
		<del>(204) 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.</del> <u>(210c) safeguard mineral resources by defining Mineral Safeguarding Areas and Mineral Consultation Areas<sup>70</sup>; and adopt appropriate policies so that known locations of specific minerals resources of local and national importance are not sterilised by non-mineral development where this should be avoided (whilst not creating a presumption that the resources defined will be worked);</u>	HE10: Minerals Allocations
		<del>(204)</del> <u>(210d)</u> Set out policies to encourage the prior extraction of minerals, where practicable and environmentally feasible, if it is necessary for non-mineral development to take place.	HE11: Minerals
		<del>(204) 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.</del> <u>(210f) set out criteria or requirements to ensure that permitted and proposed operations do not have unacceptable adverse impacts on the natural and historic environment or human health, taking into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in a locality</u>	HE11: Minerals
		<del>(204)</del> <u>(210h)</u> 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.	HE11: Minerals

AM023

## Appendix C: Core Strategy Requirements

C.1 This appendix summarises the specific policy requirements contained in the Halton Core Strategy Local Plan relevant to this Delivery and Allocations Local Plan highlighting in which policy these are addressed. Core Strategy policies proposed to be replaced in this document are identified with an \*.

AM023	Core Strategy Policy	Summary of requirement	Addressed in:
	CS(R)1: Halton's Spatial Strategy*	No specific requirements	n/a
	CS2: Presumption in Favour of Sustainable Development	No specific requirements	n/a
	CS(R)3: Housing Supply and Locational Priorities*	Allocate specific sites that will contribute to housing supply	RD1: Residential Development Allocations
	CS(R)4: Employment Land and Locational Priorities*	Allocate specific sites that will contribute to employment land supply	ED1: Employment Provision Allocations
		Designate the boundaries and extent of Halton's Local Employment Areas and Regional Employment Sites	ED1: Employment Provision Allocations / ED2: Employment Development / Policies Map
	CS(R)5: A Network of Centres*	New Local Centres identified to meet local needs.	HC2: Allocations within Halton's Centres
		Allocate areas for future retail development	HC2: Allocations within Halton's Centres
	CS(R)6: Green Belt*	Designate extent of the Green Belt	GB Temp: Green Belt Release Allocations / Policies Map
	CS7: Infrastructure Provision	No specific requirements	n/a
	CS8: 3MG	No specific requirements	n/a
	CS9: South Widnes	No specific requirements	n/a
	CS10: West Runcorn	No specific requirements	n/a
	CS11: East Runcorn	No specific requirements	n/a
	CS12: Housing Mix	No specific requirements	n/a
	CS(R)13: Affordable Housing*	No specific requirements	n/a
	CS(R)14: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople*	Allocation of sites for Gypsy, Traveller and Travelling Showpeople	RD2: Gypsy & Travellers (Allocations)
	CS(R)15: Sustainable Transport*	Designate existing Sustainable Transport Network and safeguard future routes and facilities	C1: Transport Network and Accessibility C2: Parking Standards
	CS16: The Mersey Gateway Project	No specific requirements	n/a
	CS17: Liverpool John Lennon Airport	Consideration of allocation of land for runway extension	C4: Expansion of Liverpool John Lennon Airport
	CS18: High Quality Design	No specific requirements	n/a
	CS19: Sustainable Development and Climate Change	Support Energy Priority Zones	GR5: Renewable and Low Carbon Energy

	CS20: Natural and Historic Environment	Designate sites of local importance including Local Nature Reserves, Local Geological Sites, Local Wildlife Sites, Ancient Woodland, and habitats and species identified in Halton's Biodiversity Action Plan	HE1: Natural Environment
		Designate Borough's heritage assets including Listed Buildings, Conservation Areas, Areas of Archaeological Interest, Scheduled Monuments	HE2: Heritage Assets and Historic Environment
	CS21: Green Infrastructure	Set out the priorities for the protection, and where appropriate the expansion of green infrastructure	HE2: Green Infrastructure HE5: Trees and Landscaping
		Designate green infrastructure network Designate Coastal Change management area	HE4: Green Infrastructure HE3: Haltons Waterways and Waterfronts HE6: Greenspace and outdoor sports provision
		Update the standards for green infrastructure	HE4: Green Infrastructure HE6: Greenspace and Outdoor Sports Provision
	CS22: Health and Well-Being	No specific requirements Safeguard hospital site?	HC6: Community Facilities HC8: Food and Drink
	CS23: Managing Pollution and Risk	Designate AQMAs, COMAHs, LJLA PSZ	C4: Operation of Liverpool John Lennon Airport HE7: Pollution and Nuisance HE8: Contaminated Land HE9: Water Management and Flood Risk
	CS24: Waste	No specific requirements	n/a
	CS25: Minerals*	Allocate areas of minerals resources (Mineral safeguarding Areas)	HE10: Minerals Allocations
		Criteria for potential extraction of mineral resources	HE11: Minerals

## Appendix D: UDP and Core Strategy Policy Analysis

D.1 Tables of Core Strategy (2013) and Unitary Development Plan (UDP) policies showing status or replacement policies. “—” indicates policy deleted with no direct replacement..

	Index of Core Strategy Policies		Replaced by
	CS1	Halton's Spatial Strategy	CS(R)1
	CS2	Presumption in Favour of Sustainable	Deleted
	CS3	Housing Supply and Locational Priorities	CS(R)3
	CS4	Employment Land Supply and Locational	CS(R)4
	CS5	A Network of Centres	CS(R)5
	CS6	Green Belt	CS(R)6
	CS7	Infrastructure Provision	Retained
	CS8	3MG	CS(R)8
	CS9	South Widnes	CS(R)9
	CS10	West Runcorn	CS(R)10
	CS11	East Runcorn	CS(R)11
	CS12	Housing Mix	CS(R)12
	CS13	Affordable Housing	CS(R)13
	CS14	Meeting the Needs of Gypsies, Travellers and Travelling Showpeople	CS(R)14
	CS15	Sustainable Transport	CS(R)15
	CS16	The Mersey Gateway Project	Deleted
	CS17	Liverpool John Lennon Airport	CS(R)17
AM024	CS18	High Quality Design	Retained CS(R)18
AM024	CS19	Sustainable Development and Climate Change	Retained CS(R)19
AM024	CS20	Natural and Historic Environment	Retained CS(R)20
AM024	CS21	Green Infrastructure	Retained CS(R)21
AM024	CS22	Health and Well-Being	Retained CS(R)22
	CS23	Managing Pollution and Risk	Retained
	CS24	Waste	Retained
AM024	CS25	Minerals	Retained CS(R)25

	Index of Unitary Development Plan (UDP) Policies		Replaced by
AM024	S1	Regeneration	CS(R)1
	S2	The Built Environment	Not saved beyond 2008
AM024	S3	The Green Environment	CS(R)21
	S4	Pollution and Health	CS23
	S5	Major Accident Land Use Risk	CS23
	S6	Reuse and Remediation of prev. Used or Contaminated Land	CS23
AM024	S7	Minerals and Waste	CS24, CS(R)25
	S8	Sustainable Waste Management Facilities	CS24
	S9	Waste Management Facilities	Waste Plan

AM024	S10	Reducing Greenhouse Gas Emissions	CS(R)19
AM024	S11	Renewable Energy Sources	CS(R)19
	S12	Areas at Risk from Flooding	Not saved beyond 2008
AM024	S13	Transport	CS(R)15
AM024	S14	A New Crossing of the River Mersey	CS(R)16
	S15	Leisure and Tourism	HC7
AM024	S16	Retail Hierarchy	CS(R)5
AM024	S17	Retail Dev.	CS(R)5
AM024	S18	Provision of Land for Housing	CS(R)3
AM024	S19	Provision of Land for Employment	CS(R)4
AM024	S20	Regional Investment Sites	CS(R)8, CS(R)11
AM024	S21	Green Belt	CS(R)6
AM024	S22	Unallocated Land in Urban Areas	CS(N)26
	S23	Open Countryside	GB2
AM024	S24	Sustainable Urban Extensions	CS(R)1
AM024	S25	Planning Obligations	CS(R)7
Chapter 1 - Regeneration			
	RG1	Action Area 1 - Southern Widnes	--
	RG2	Action Area 2 - Central Widnes	--
	RG3	Action Area 3 - Widnes Waterfront	--
	RG4	Action Area 4 - Runcorn and Weston Docklands	--
	RG5	Action Area 5 - Halebank	--
	RG6	Action Area 6 - Castlefields and Norton Priory	--
Chapter 2 - Built Environment			
	BE1	General Requirements for Dev.	GR1
	BE2	Quality of Design	GR1
	BE3	Environment Priority Areas	--
	BE4	Scheduled Ancient Monuments	HE2
	BE5	Other Sites of Archaeological Importance	HE2
	BE6	Archaeological Evaluations	HE2
	BE7	Demolition of Listed Buildings	HE2
	BE8	Changes of Use of Listed Buildings	HE2
	BE9	Alterations and Additions to Listed Buildings	HE2
	BE10	Protecting the Setting of Listed Buildings	HE2
	BE11	Enabling Dev. and the Conservation of Heritage Assets	HE2
	BE12	General Dev. Criteria - Conservation Areas	HE2
	BE13	Demolition in Conservation Areas	HE2
	BE14	Outline Applications - Conservation Areas	Not saved beyond 2008
	BE15	Local List of Buildings and Structures of Architectural and Historic Interest	HE2
	BE16	Alterations to and New Shop Fronts	HC4

	BE17	Advertising and Advertisements	HC4
	BE18	Access to New Buildings Used by the Public	--
	BE19	Disabled Access for Changes of Use, Alterations and Extensions	--
	BE20	Disabled Access in Public Places	--
	BE21	Telecommunications Apparatus	C3
	BE22	Boundary Walls and Fences	GR3
	BE23	Temporary Buildings	GR4
Chapter 3 - The Green Environment			
	GE1	Control of Dev. in the Green Belt	GB1
	GE2	Hale Village Green Belt	--
	GE3	Extensions, Alterations and Replacement of Existing Dwellings in the Green Belt	GB1
	GE4	Re-use of Buildings in the Green Belt	HB1
	GE5	Outdoor Sport and Recreation Facilities in the Urban Fringe and Open Countryside	HE6
	GE6	Protection of Designated Greenspace	HE4
	GE7	Proposed Greenspace Designations	HE4
	GE8	Development within Designated Greenspace	HE4
	GE9	Redevelopment and Changes of Use of Redundant School Buildings	--
	GE10	Protection of Linkages in Greenspace Systems	HE4
	GE11	Protection of Incidental Greenspaces	HE4
	GE12	Protection of Outdoor Playing Space for Formal Sport And Recreation	HE4
AM024	GE13	Intensifying Use of Existing Outdoor Sports and Recreation Provision	<del>HE4</del> HE6
	GE14	Noise Generating Sports	HE7
	GE15	Protection of Outdoor Playing Space for Children	HE4
	GE16	Protection of Allotments	HE4
	GE17	Protection of Sites of International Importance for Nature Conservation	Not saved beyond 2008
	GE18	Protection of Sites of National Importance for Nature Conservation	HE1
	GE19	Protection of Sites of Importance for Nature Conservation	HE1
	GE20	Protection and Creation of Local Nature Reserves	HE1
	GE21	Species Protection	HE1
	GE22	Protection of Ancient Woodlands	HE5
	GE23	Protection of Areas of Special Landscape Value	HE5
	GE24	Protection of Important Landscape Features	HE5
	GE25	Protection of Ponds	HE1
	GE26	Protection of Hedgerows	HE5
	GE27	Protection of Trees and Woodland	HE5
	GE28	The Mersey Forest	--
	GE29	Canals and Rivers	HE3
	GE30	The Mersey Coastal Zone	HE9
Chapter 4 - Pollution and Risk			
	PR1	Air Quality	HE7
	PR2	Noise Nuisance	HE7
	PR3	Odour Nuisance	HE7
	PR4	Light Pollution and Nuisance	HE7
	PR5	Water Quality	HE7
	PR6	Land Quality	HE8
	PR7	Dev. Near to Established Pollution Sources	HE7
	PR8	Noise Sensitive Developments	HE7

	PR9	Dev. within the Liverpool Airport Public Safety Zone	C4
	PR10	Dev. within the Liverpool Airport Height Restriction Zone	C4
	PR11	Dev.t of Sites Designated under the CoMHA (Planning) Regulations 1999 (COMAH)	--
	PR12	Dev. on Land Surrounding COMAH Sites	--
	PR13	Vacant and Derelict Land	Not saved beyond 2008
	PR14	Contaminated Land	HE8
	PR15	Groundwater	HE9
	PR16	Dev. and Flood Risk	HE9
Chapter 5 - Minerals and Waste Management			
	MW1	All Minerals and Waste Management Developments	HE11
	MW2	Requirements for all Applications	HE11
	MW3	Requirements for all Waste Management Applications	Waste Local Plan
	MW4	Aggregate Minerals	HE11
	MW5	Protection of Mineral resources	CS25
	MW6	Aftercare	HE11
	MW7	Waste Recycling and Collection Facilities	Waste Local Plan
	MW8	Aerobic Composting Facilities	Waste Local Plan
	MW9	Anaerobic Digestion Facilities	Waste Local Plan
	MW10	Wastewater and Sewage Treatment Facilities	Waste Local Plan
	MW11	Extensions to Wastewater Treatment Facilities	Waste Local Plan
	MW12	Recycling and Household Waste Centres	Waste Local Plan
	MW13	Energy Recovery	Waste Local Plan
	MW14	Incineration	Waste Local Plan
	MW15	Landfill / Landraising of Non-inert Wastes	Waste Local Plan
	MW16	Landfill / Landraising of Inert Wastes	Waste Local Plan
	MW17	Waste Minimisation and Recycling	Waste Local Plan
	MW18	Energy from Non-fossil Sources	GR5
Chapter 6 - Transport			
	TP1	Public Transport Provision as Part of New Development	C1
	TP2	Existing Public Transport Facilities	C1
	TP3	Disused Public Transport Facilities	C1
	TP4	New Public Transport Facilities	C1
	TP5	Taxi Ranks and Offices	C1
	TP6	Cycle Provision as Part of New Development	C1
	TP7	Pedestrian Provision as Part of New Development	C1
	TP8	Pedestrian Improvement Schemes	C1
	TP9	The Greenway Network	C1
	TP10	The Trans-Pennine Trail and Mersey Way	C1
	TP11	Road Schemes	--
	TP12	Car Parking	C2
	TP13	Freight	--
	TP14	Transport Assessments	C1
	TP15	Accessibility to New Development	C1
	TP16	Green Travel Plans	C1
	TP17	Safe travel for All	C1
	TP18	Traffic Management	C1
	TP19	Air Quality	HE7
	TP20	Liverpool Airport	CS17
Chapter 7 - Leisure, Tourism and Community Facilities			
	LTC1	Developments of Major Leisure and Community Facilities within Designated Shopping Centres	HC5

	LTC2	Developments of Major Leisure and Community Facilities on the Edge of Designated Shopping Centres	HC5
	LTC3	Development of Major Leisure and Community Facilities in Out-of-Centre locations	HC5
	LTC4	Dev. of Local Leisure and Community Facilities	HC6
	LTC5	Protection of Community Facilities	HC6
	LTC6	Children's Day Care Provision	HC6
	LTC7	The Proposed Halton Arts and Cultural Centre Site	Not saved beyond 2008
	LTC8	Protection of Tourism Attractions	HC7
	LTC9	Tourism Dev.	HC7
	LTC10	Water Based Recreation	HE3
Chapter 8 - Shopping and Town Centres			
	TC1	Retail and Leisure Allocations	HC2
	TC2	Retail Dev. to the Edge of Designated Shopping Centres	HC1
	TC3	Warrington Road/Eastern Widnes Bypass Site	HC2
	TC4	Retail Dev. within Designated Shopping Centres	HC1
	TC5	Design of Retail Development	HC1
	TC6	Out of Centre Retail Development	HC1
	TC7	Existing Small Scale Local Shopping Facilities Outside Defined Shopping Centres	HC1
	TC8	Non-retail Uses within Primary and Secondary Shopping Areas	HC1
	TC9	Non-retail Uses within Neighbourhood Centres	HC1
	TC10	Runcorn Mixed Town Centre Uses Area	HC1
	TC11	Food and Drink Outlets	HC8
Chapter 9 - Housing			
	H1	Provision for New Housing	RD1
AM024	H2	Design and Density of New Residential Development	CS(R)3
	H3	Provision of Recreational Greenspace	RD4
	H4	Sheltered Housing	RD5
AM024	H5	Gypsy Sites	CS(R)14
	H6	House Extensions	GR2, RD3
	H7	Conversions to Flats	GR2, RD3
	H8	Non Dwelling House Uses	GR5, RD6
Chapter 10 - Employment			
	E1	Local and Regional Employment Land Allocations	ED1
	E2	Priority Employment Redevelopment Areas	ED1
	E3	Primarily Employment Areas	ED1
	E4	Complementary Services and Facilities within Primarily Employment Areas	ED1
	E5	New Industrial and Commercial Development	ED2
AM024	E6	Daresbury Laboratories	<del>CS1</del> CS(R)1
AM024	E7	Ditton Strategic Rail Freight Park	<del>CS8</del> CS(R)1

## Appendix E: Parking Standards

MM056	Use Class	Description		Car Parking Standard	
				Town Centre	Non Town Centre
MM056	A1	Shops	Food Retail	1 space per 16 sqm	1 space per 14 sqm
			Non-food Retail	1 space per 22 sqm	1 space per 20 sqm
			Retail warehouses	1 space per 60 sqm	1 space per 40 sqm
MM056	A3	Restaurants and Cafes	Restaurants, Cafes/Snack Bars, fast food & drive through	1 space per 8 sqm of public floor area	1 space per 5 sqm of public floor area
MM056	A2	Financial and Professional Services	Banks/Building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 35 sqm	1 space per 30 sqm
MM056	A3	Restaurants and Cafes	<del>Restaurants, Cafes/Snack Bars, fast food &amp; drive through</del>	<del>1 space per 8 sqm of public floor area</del>	<del>1 space per 5 sqm of public floor area</del>
MM056	A4	Drinking Establishments	<del>Public Houses/Wine Bars/Other Drinking Establishments</del>	<del>1 space per 8 sqm of public floor area</del>	<del>1 space per 5 sqm of public floor area</del>
MM056	B1	Business Office, Research / Development, Light Industry	Office, Business Parks, Research and Development	1 space per 40 sqm	1 space per 30 sqm
			Call Centres	1 space per 40 sqm	1 space per 30 sqm
				(starting point for discussions)	
MM056	B2	General Industry	General Industry	1 space per 60 sqm	1 space per 45 sqm
MM056	B8	Storage and distribution	Storage and distribution	1 space per 100 sqm	1 space per 100 sqm
MM056	C1	Hotels	Hotels, boarding and guesthouses	1 space per bedroom including staff parking provision	1 space per bedroom including staff parking provision
MM056	C2	Residential Institutions	Residential care homes/Nursing Homes	1 per 5 beds plus 1 staff	1 per 4 beds plus 0.5 staff
			Sheltered accommodation	1 space 3 beds	1 space 2 beds
	C3/ C4	Dwelling houses and HMO	1 bedroom	1	1
MM056			2 to 3 bedrooms	2	2
			4+ bedrooms	3	3
			1 Bed Apartment	0.5 - 1 *	1
			2 Bed Apartment	1 - 1.5 *	1.5

MM056	Use Class	Description		Car Parking Standard	
				Town Centre	Non Town Centre
	D1	Non-residential institutions	Clinics and health centres (excludes hospitals)	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room
			Creches, day nurseries and day centres	1 per member of staff	1 per member of staff
MM056			Schools (Primary and Secondary)	1 space per classroom, plus 3 visitor spaces	2 spaces per classroom, plus 3 visitor spaces
			Art galleries, museums, libraries	1 space per 40 sqm	1 space per 20 sqm
			Halls and places of worship	1 space per 10 sqm	1 space per 5 sqm
			Higher and Further Education	1 space per 2 staff, plus 1 per class	1 space per 2 staff, plus 1 per class
MM056	D2	Assembly and leisure	Cinemas, bingo and casinos, conference centres, music and concert halls	1 per 10 seats	1 per 5 seats
			General leisure: Dance halls (but not night clubs), swimming baths, skating rinks and gymnasiums	1 space per 30 sqm	1 space per 22 sqm
	SG	Miscellaneous/ Sui Generis (Examples)	<a href="#">Public Houses / Wine Bars / Other Drinking Establishments</a>	<a href="#">1 space per 8 sqm of public floor area</a>	<a href="#">1 space per 5 sqm of public floor area</a>
MM056			Theatres	1 per 10 seats	1 per 5 seats
			Motor car showrooms	1 space per 50 sqm internal showroom	1 space per 50 sqm internal showroom
			Petrol Filling Stations	1 space per pump	1 space per pump

Disabled Parking

10% (rounded up) i.e. 1-10 spaces = 1 disabled space, 11-20 spaces = 2 disabled spaces,

Commercial Developments & apartments schemes

1-10 spaces; 1 space should be of an accessible (size - 3.6m x 5m)

11-20 spaces; 2 accessible spaces with 1 marked for disabled use as per DDA guidance

21+ spaces; 10% accessible sized bays with at least half marked for disabled use as per DDA guidance

Standard size for parking bays should be 2.5m x 5m

Cycle / Motorcycle

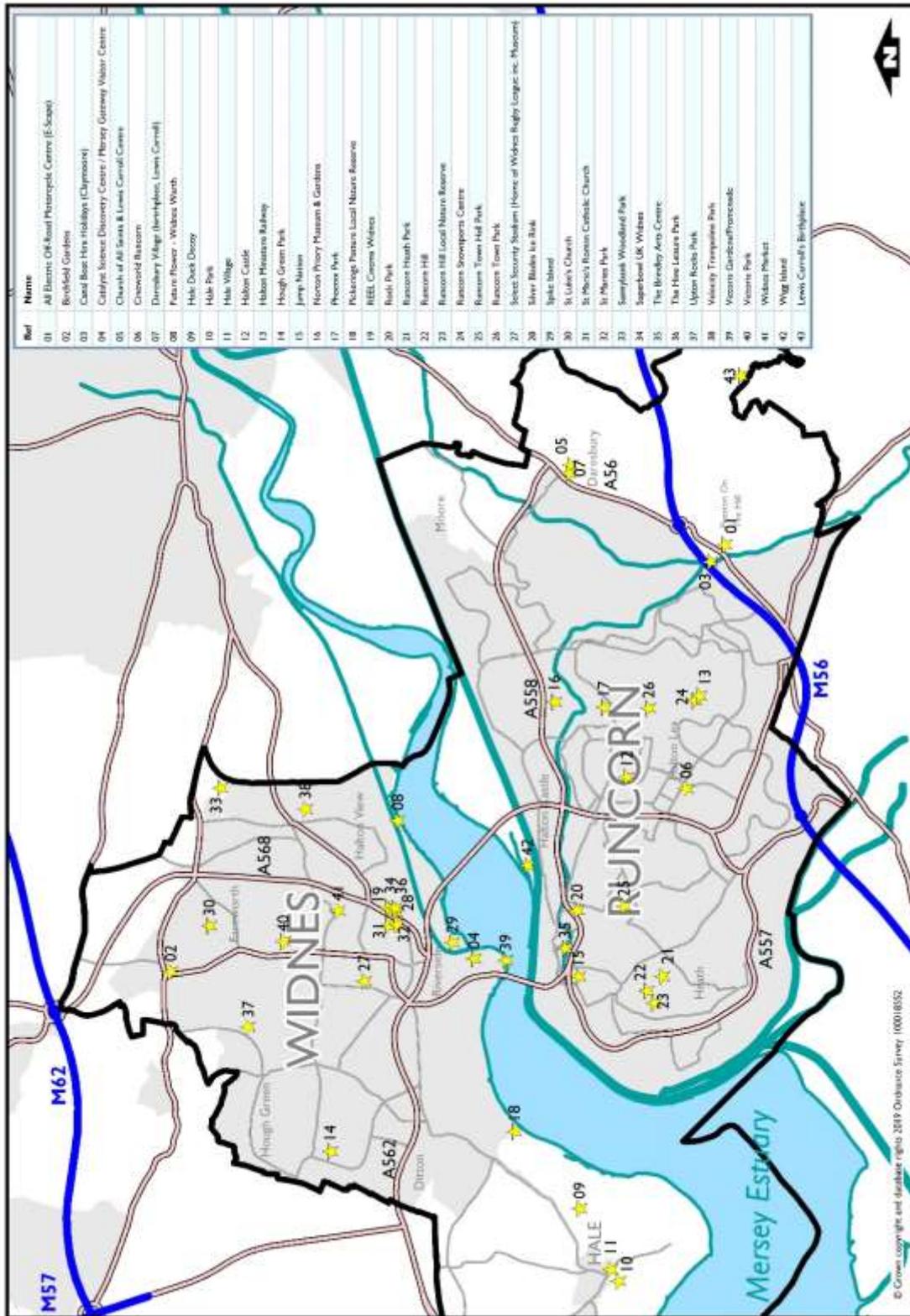
1 per 100 sqm with a minimum of 2

\*Apartment schemes, reduction on maximum standards applicable on larger apartment schemes.

When selecting the appropriate standard for town centre apartment schemes the number of units, mix of unit type and whether the development is a conversion or new build will be taken into account.

# Appendix F: Visitor Attractions

F1 Halton has a number of visitor attractions in both Runcorn and Widnes. Each of Halton's towns sits either side of the River Mersey, to the east of Liverpool. Halton's visitor attractions are illustrated below.



## Appendix G: Monitoring Framework

<b>MM057</b>	G1	The Monitoring Framework <del>is currently under review, to ensure that the monitoring</del> fulfils Government reporting requirements and provides the necessary information to assess whether individual policies and the Plan as a whole are delivering against the Strategic Objectives. Where policies are not achieving the desired outcome, a review will consider whether further guidance is needed in a Supplementary Planning Document or if the policy approach needs to be reviewed and updated in a review of the Local Plan.
<b>MM057</b>	<b>G2</b>	<b>Current indicators include;</b>

<b>MM058</b> Policy	<u>Strategic Objectives</u>	Indicators	Targets
CS(R)1 Halton's Spatial Strategy	<u>All</u>	Net number of homes delivered	<ul style="list-style-type: none"> <li>8,050 homes <del>at 350dpa</del> (2014-37)</li> </ul>
		Employment Land delivered:	<ul style="list-style-type: none"> <li>180 ha of land available for employment development (2014-37)</li> </ul>
		Retail Floorspace delivered:	<ul style="list-style-type: none"> <li>Up to 9293 sqm <u>town centre Convenience / Comparison (2014-37)</u></li> <li>Up to 5,112 sqm Retail Warehousing <u>(2014-37)</u></li> </ul>
		<u>Delivery of development within Key Urban Regeneration Areas</u>	<ul style="list-style-type: none"> <li><u>Planning applications coming forward in accordance with the strategy for the area.</u></li> </ul>
		<u>Delivery of development on brownfield land</u>	<ul style="list-style-type: none"> <li><u>30% new residential development (2014-37)</u></li> <li><u>% new development on brownfield sites pa.</u></li> </ul>
		<u>Major Residential development and certain major tourism development within 5km of protected accessible coasts</u>	<ul style="list-style-type: none"> <li><u>100% of planning applications for residential development of 10 or more (net) and certain major tourism development within 5km of protected accessible coasts make financial contribution in relation to recreation disturbance towards avoidance and mitigation schemes</u></li> </ul>
CS(R)3 Housing Supply and Locational Priorities	<u>SO1</u> <u>SO2</u>	Supply of available housing land	<ul style="list-style-type: none"> <li>Maintain a 5 year supply of deliverable housing land, <del>(with appropriate buffer as per NPPF) plus buffer (as required)</del></li> <li><b>Housing Delivery Test</b></li> </ul>
		Percentage of new and converted dwellings on previously developed land	<ul style="list-style-type: none"> <li><del>At least Average of</del> 30% of dwellings to be built on previously developed land <del>over the plan period (2014-37)</del></li> </ul>
		Percentage of new dwellings completed at less than 30 dwellings per hectare (dph)	<ul style="list-style-type: none"> <li><del>Minimum density of 100% of completions to be at or above</del> 30dph,</li> <li><del>rising to a minimum density of 40dph</del> <b>100% of completions</b> in proximity to</li> </ul>

MM058 Policy	<a href="#">Strategic Objectives</a>	Indicators	Targets
		between 30-50dph and above 50dph	Town and Local Centres or Transport Interchanges <b>to be at or above 40 dph</b>
		<a href="#">Amount of new residential development within 30 minutes public transport time of a GP, a hospital, a primary school, a secondary school, areas of employment and a major retail centre</a>	<ul style="list-style-type: none"> <li><a href="#">Increase</a></li> </ul>
CS(R)4 Employment Land Supply and Locational Priorities	<a href="#">SO3</a> <a href="#">SO4</a>	Amount of completed employment floorspace by type and land type	<ul style="list-style-type: none"> <li><del>Total hectareage of Use Class B1a), b), c), B2 and B8 development</del></li> <li><a href="#">180 Ha. made available for employment uses (2014~37)</a></li> </ul>
		Minimise loss of land within existing employment areas for non-employment uses	<ul style="list-style-type: none"> <li>No loss of land for non-employment uses within <del>Local Employment Areas or Regional Employment Sites</del> <a href="#">allocated employment sites, strategic employment locations, employment renewal areas and primarily employment areas.</a></li> </ul>
		<a href="#">Employment land available by type</a>	<ul style="list-style-type: none"> <li><a href="#">180 Ha. made available for employment uses (2014~37)</a></li> </ul>
		<a href="#">Losses of employment land in (i) employment / regeneration areas and (ii) local authority area</a>	<ul style="list-style-type: none"> <li><a href="#">No loss of land for non-employment uses</a></li> </ul>
		<a href="#">Economic Activity Rate</a> <a href="#">GVA per head claimant count</a> <a href="#">VAT registrations</a> <a href="#">Worklessness in Halton</a> <a href="#">Unemployment Annual Population Survey and Claimant Count Rates</a> <a href="#">Average Household Income</a>	
CS(R)5 A Network of Centres	<a href="#">SO5</a>	Amount of completed retail development in town centres	<ul style="list-style-type: none"> <li><del>Total completions of retail (Convenience Goods, Comparison Goods and Retail Warehousing) floorspace in line with required floorspace as set out in policy</del></li> <li><a href="#">Up to 9293 sqm town centre Convenience / Comparison (2014-37)</a></li> </ul>
		Completions of main town centre uses within designated centres, by type	<ul style="list-style-type: none"> <li><del>100% of Use Class A1, A2, A3, A4, A5 and D2 completions within the Borough's Town Centres, the District Centre and Local Centres</del></li> </ul>

MM058 Policy	<a href="#">Strategic Objectives</a>	Indicators	Targets
		<p>Percentage of retail development in edge-of-centre or out-of-centre locations</p> <p>Number of vacant units within Town Centre locations</p> <p><b>New local centres</b></p>	<ul style="list-style-type: none"> <li>• <a href="#">100% of Use Class completions for shops, Financial / Professional Services, Restaurants, Cafes, Drinking Establishments, Hot Food Takeaways and Assembly and Leisure within the Borough's Town Centres, the District Centre and Local Centres</a></li> <li>• Minimise development outside of designated Town Centres (2014-37)</li> <li>• Decrease vacancy levels <a href="#">within Town Centre locations year-on-year(2014-2037)</a></li> </ul> <p><b>Creation of new local centres at:</b></p> <p><b>Sandymoor</b></p> <p><b>Daresbury Strategic Site</b></p> <p><b>West Bank</b></p>
		<a href="#">Percentage long-term vacant units</a>	<ul style="list-style-type: none"> <li>• <a href="#">Decrease in percentage of long term vacant units</a></li> </ul>
CS(R)6 Green Belt	<a href="#">SO2</a> <a href="#">SO10</a>	<p><b>Controlling Inappropriate</b> development within the Green Belt</p> <p><a href="#">Development proposals for sites removed from the Green Belt</a></p>	<ul style="list-style-type: none"> <li>• Restrict <b>general inappropriate</b> development within the Green Belt, except <a href="#">in very special circumstances, in accordance with national policy for the plan period.(2014-2037)</a> ; <b>except:</b></li> <li>• <b>minor infilling within the Green Belt settlements of Daresbury, Moore and Preston-on-the-Hill</b></li> <li>• <a href="#">100% of planning applications include compensatory improvements to offset impact on GB</a></li> </ul>
CS(R)7 Infrastructure Provision	<a href="#">SO6</a>	<p><b>Annual amount Amount</b> of planning gain secured</p> <p>Delivery of projects detailed within associated Infrastructure Plan</p>	<ul style="list-style-type: none"> <li>• <a href="#">Secure planning–Planning gain sought</a> on all applicable developments <a href="#">for the plan period.(2014-2037)</a></li> <li>• In line with timescales in Infrastructure Plan</li> </ul>
CS(R)12 Housing Mix	<a href="#">SO1</a> <a href="#">SO2</a>	<p><a href="#">Supply of a mix of new property types contributing to addressing identified need in the most up to date SHMA.</a></p> <p><b>Provision of a range of house sizes (varying number of</b></p>	<ul style="list-style-type: none"> <li>• <del><b>Address identified imbalances from Halton SHMA (2011) on sites of 10 or more dwellings</b></del></li> <li>• <a href="#">Delivery of a range of house sizes (varying number of bedrooms) and types provided on sites of 10 or more dwellings (2014-2037)</a></li> </ul>

MM058 Policy	<u>Strategic Objectives</u>	Indicators	Targets
		<p><del>bedrooms) and types provided across sites</del></p> <p><del>Percentage of homes achieving</del></p> <p><del>Lifetime Homes Standards</del></p> <p><u>To ensure that new homes are adaptable</u></p> <p>Provision of specialist housing for the elderly</p> <p><u>Vacant bedspaces within Residential Care Accommodation</u> <del>Limiting an oversupply in Residential Care Accommodation</del></p>	<p><del>85% of applicable dwellings</del></p> <p><del>(Excludes dwellings which come forward on sites of less than 10 dwellings)</del></p> <p><u>Increase planning applications approved where dwellings are designed to meet Building Regs M4(2)</u></p> <p><del>Allocating sites for specialist or extra-care housing to contribute to the delivery of 214 extra care units by 2017</del></p> <p>Delivery of 22 extra care units for adults with learning difficulties <del>by 2015</del> <u>(2014-2037)</u></p> <p>Maintain percentage of vacant bedspaces within Residential Care Accommodation at <del>an acceptable level of</del> below 20% <u>(2014-2037)</u></p>
		<ul style="list-style-type: none"> <li><u>Self-Build Register registrations</u></li> <li><u>Self-build permissions</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Self-Build Register registrations</u></li> <li><u>100%+ delivery of approvals against registered demand (3 yearly reporting period)</u></li> </ul>
CS(R)13 Affordable Housing	<u>SO1</u> <u>SO2</u>	<p><del>Total Provision of</del> affordable housing completions:</p> <ul style="list-style-type: none"> <li>Through planning agreements on private developments</li> <li>By RSLs</li> </ul> <ul style="list-style-type: none"> <li><u>Average House Price</u></li> <li><u>Average Rentals</u></li> </ul> <p><del>Social and affordable rented units as a percentage of all affordable housing units secured from market housing developments</del></p> <p><u>Provision of</u> social and affordable rented units as a percentage of all affordable housing units secured from market housing developments.</p>	<p>Delivery of <del>Affordable units</del> <u>affordable housing units</u> on sites of 10 or more <del>units</del> <u>dwellings</u>;</p> <ul style="list-style-type: none"> <li>25% Greenfield sites</li> <li>20% Strategic Housing Sites</li> <li>0% Brownfield sites</li> </ul> <p><u>over the plan period (2014-37)</u></p> <p><u>N/A</u></p> <ul style="list-style-type: none"> <li><del>50% social and affordable rented</del></li> <li><del>50% intermediate housing</del></li> </ul> <p><u>Delivery of</u></p> <ul style="list-style-type: none"> <li>50% social and affordable rented</li> </ul>

MM058 Policy	Strategic Objectives	Indicators	Targets
			<ul style="list-style-type: none"> <li>• <del>10% Starter Homes + 40% other</del> <b>50%</b> intermediate housing</li> </ul>
CS(R)14 Meeting the Needs of Gypsies, Travellers and Travelling Showpeople	<a href="#">SO2</a>	<p><del>Net additional pitches – Gypsy, Traveller and Travelling Showpeople</del></p> <p><del>Total number of permanent and transit pitches</del></p> <p><del>Provision of permanent and transit pitches to meet identified need.</del></p>	<ul style="list-style-type: none"> <li>• <del>Allocation of sites/extension to existing sites for Gypsies and Travellers and Travelling Showpeople</del></li> <li>• <b>Delivery of</b> <ul style="list-style-type: none"> <li>• 10 pitches (2017-32)</li> </ul> </li> </ul>
CS(R)15 Sustainable Transport	<a href="#">SO7</a>	<p><del>Reduction in the number of unsustainable trips</del></p> <p><del>Provision of sustainable transport in Halton.</del></p> <p>Number of Travel Plans associated with development applications for large trip generating uses</p> <p><del>Reinstatement of Halton Curve rail route</del></p> <p><del>Provision of transport schemes in Halton.</del></p>	<ul style="list-style-type: none"> <li>• Increase modal share of sustainable modes (bus, rail, cycling and walking)</li> <li>• Number of cycle trips (157 trips annualised index, LTP Indicators 2007/08)</li> <li>• Increase total length of cycle ways in the Borough (<b>2014~37</b>)</li> <li>• <b>Delivery of</b> 100% for all relevant large trip generating planning applications <b>over the plan period (2014-37)</b></li> <li>• <del>Increased usage of Halton Curve rail route for passenger travel within plan period</del></li> <li>• <b>Progress and delivery of transport schemes in Halton as identified in the most up to date LTP or Combined Authority programme over the plan period 2014-2037.</b></li> </ul>
CS(R)17 Liverpool John Lennon Airport	<a href="#">SO4</a> <a href="#">SO7</a>	<p><del>Consideration of amendment to Halton's Green Belt boundaries to facilitate the runway extension at Liverpool John Lennon Airport (LJLA)</del></p> <p><del>Managing Manage</del> negative environmental and social impacts in Halton associated with the operation and expansion of Liverpool John Lennon Airport.</p>	<ul style="list-style-type: none"> <li>• <del>Amendment to Green Belt boundaries at LJLA to facilitate runway extension</del></li> <li>• <del>Adoption of Delivery and Allocations Local Plan by 2014</del></li> <li>• <del>Minimise noise pollution</del></li> <li>• <b>Control risks to public safety, including through extension to No permissions granted that are likely to increase in the population within the Public Safety Zone (PSZ) as necessary</b></li> <li>• Preserve landscape value, including through delivery of extension to Coastal Reserve</li> </ul>

MM058 Policy	Strategic Objectives	Indicators	Targets
			<ul style="list-style-type: none"> <li>No change in area of Mersey Estuary SPA/Ramsar <b>over the plan period 2014-2037.</b></li> </ul>
		<b>Air quality impacts</b>	<ul style="list-style-type: none"> <li><b>No adverse effects on atmospheric pollution on the integrity of European sites</b></li> </ul>
CS(R)18 High Quality Design	<b>SO8</b>	<b>Resident satisfaction with local area</b>	<ul style="list-style-type: none"> <li><del>• Maintain and increase current level of resident satisfaction (70.4% of people satisfied with their local area in 2009)<sup>132</sup></del></li> </ul>
		<b>Percentage of residents feeling safe in their area after dark</b>	<ul style="list-style-type: none"> <li><del>• Reduce level (24.4% of people think that anti-social behaviour is a problem in their local area)<sup>4</sup></del></li> </ul>
		Homes/commercial areas built to <b>Building for Life</b> / Secured by Design standards.	<ul style="list-style-type: none"> <li>Increase number of developments which have regard to <del>these</del> <b>this</b> standards</li> </ul>
CS(R)19 Sustainable Development and Climate Change	<b>SO9</b>	<b>Reduction in</b> Halton's contribution to CO <sub>2</sub> production and climate change	<ul style="list-style-type: none"> <li>Reduction in CO<sub>2</sub> emissions per capita by 4% per annum <b>over the plan period 2014-2037</b> (Baseline of 9.4 tonnes per capita in 2008)<sup>133</sup></li> </ul>
		<del>Percentage of new residential development achieving Code for Sustainable Homes Level 3</del>	<ul style="list-style-type: none"> <li><del>• Increase the percentage of new residential development achieving recognised Code levels:</del></li> <li><del>• Code Level 3 from 2011</del></li> <li><del>• Code Level 4 from 2013</del></li> <li><del>• Code Level 6 from 2016</del></li> <li><del>over the plan period 2014-2037</del></li> </ul>
		<del>Percentage of n</del> New commercial development achieving BREEAM <b>Very Good</b> standards	<ul style="list-style-type: none"> <li>Increase commercial development achieving recognised BREEAM standards:</li> <li><del>• BREEAM Very Good from 2011</del></li> <li><del>• BREEAM Excellent from 2013</del></li> </ul>
		Renewable energy capacity installed by type	<ul style="list-style-type: none"> <li>Increase the capacity and number of renewable energy installations in the Borough <b>over the plan period 2014-2037.</b></li> </ul>
CS(R)20	<b>SO10</b>	Condition of SSSIs - <b>Percentage favourable</b>	<ul style="list-style-type: none"> <li>No decline in condition of SSSIs:</li> </ul>

<sup>132</sup> HBC (2008) Place Survey - [www3.halton.gov.uk/ignl/pages/86821/132699/PlaceSurveyExecSumm.pdf](http://www3.halton.gov.uk/ignl/pages/86821/132699/PlaceSurveyExecSumm.pdf)

<sup>133</sup> CO<sub>2</sub> levels per capita by local authority are available at [www.decc.gov.uk/en/content/cms/statistics/indicators/ni186/ni186.aspx](http://www.decc.gov.uk/en/content/cms/statistics/indicators/ni186/ni186.aspx)

<b>MM058</b> <b>Policy</b>	<a href="#">Strategic Objectives</a>	<b>Indicators</b>	<b>Targets</b>
Natural and Historic Environment			<ul style="list-style-type: none"> <li>○ Mersey Estuary -99.18% 'favourable' or 'unfavourable but recovering' at May 2012<sup>[134]</sup>,</li> <li>○ Red Brow Cutting - 100% 'favourable' at May 2012<sup>[135]</sup>,</li> <li>○ Flood Brook Clough - 100% 'favourable' at May 2012<sup>[7]</sup><sup>136</sup></li> </ul> <p><a href="#">over the plan period 2014-2037</a></p>
		<p>Maintaining <b>Conservation Areas and</b> Listed Buildings</p>	<ul style="list-style-type: none"> <li>● <b>Maintain:</b></li> <li>● <b>Total area designated as Conservation Areas—93ha No net loss in the number</b> of Listed Buildings – <b>[126]</b> <ul style="list-style-type: none"> <li>○ Grade I – <b>[2]</b></li> <li>○ Grade II* - <b>[17]</b></li> <li>○ Grade II – <b>[107]</b></li> </ul> </li> <li>● Number of Scheduled Monuments <ul style="list-style-type: none"> <li>○ 7</li> </ul> </li> <li>● Reduce percentage of Listed Buildings at risk</li> <li>● 1.6% (2 Buildings – Daresbury Hall and Church of the Holy Trinity, Runcorn)</li> </ul> <p><a href="#">over the plan period 2014-2037</a></p>
		<p>Maintaining Landscape Character Areas within the green belt (as defined by the Landscape Character Assessment) and their condition</p>	<ul style="list-style-type: none"> <li>● No net loss of the Borough's landscape character <a href="#">over the plan period 2014-2037</a></li> </ul>
		<p>Change in priority habitats and change in species (by type)</p>	<ul style="list-style-type: none"> <li>● Expansion of Reedbed habitats</li> <li>● Preservation of Saltmarsh habitats</li> <li>● Increase in BAP species</li> </ul> <p><a href="#">over the plan period 2014-2037</a></p>
		<p>Change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub regional or local significance</p>	<ul style="list-style-type: none"> <li>● No change in area of Mersey Estuary SPA/ Ramsar, or three SSSIs in Halton</li> <li>● No net loss of <b>47</b> Local Wildlife Sites</li> <li>● <b>No net loss of functionally linked supporting habitat to the SPA over the plan period 2014-2037</b></li> </ul>

<sup>134</sup> Mersey Estuary SSSI Condition Summary -

[www.sssi.naturalengland.org.uk/Special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1001398](http://www.sssi.naturalengland.org.uk/Special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1001398)

<sup>135</sup> Red Brow Cutting SSSI Condition Summary -

[www.sssi.naturalengland.org.uk/special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1005790](http://www.sssi.naturalengland.org.uk/special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1005790)

<sup>136</sup> Flood Brook Clough SSSI Condition Summary -

[www.sssi.naturalengland.org.uk/special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1002557](http://www.sssi.naturalengland.org.uk/special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1002557)

MM058 Policy	Strategic Objectives	Indicators	Targets
		<b>Number of buildings in Conservation areas</b>	<ul style="list-style-type: none"> <li>• <b>Maintain</b></li> </ul>
CS(R)21 Green Infrastructure	<b>SO11</b>	Extent of Green Infrastructure network	<ul style="list-style-type: none"> <li>• Additions to the extent and quality of the Green Infrastructure network (2009 baseline of 1,484.064 ha)</li> <li>• Avoidance of the loss of Green Infrastructure <b>over the plan period 2014-2037.</b></li> </ul>
		<del>Amount of developer contributions sought for improvements to the Green Infrastructure network</del> <b>Developments meeting open space requirements on site.</b>	<ul style="list-style-type: none"> <li>• <del>Maximise on relevant applications</del> <b>100% of required open space development provided on site or full contribution made for off-site provision over the plan period 2014-2037</b></li> </ul>
		Number of <b>greenspaces green infrastructure assets</b> awarded the Green Flag standard	<ul style="list-style-type: none"> <li>• Maintain and increase the <b>number of green infrastructure assets meeting Green Flag award standards greenspaces</b> (Baseline of 12 Green Flag awards in 2010)</li> </ul>
CS(R)22 Health and Well-Being	<b>SO11</b>	Improvement in life <b>expectancy at birth</b>	<ul style="list-style-type: none"> <li>• Improvement on baseline (2008-2010) life expectancy at birth:</li> <li>• Male – 75.5 years</li> <li>• Female – 79.6 years</li> </ul>
		Improvement in overall deprivation score as an indication of Quality of Life	<ul style="list-style-type: none"> <li>• An improvement in Halton's rank of 27th most deprived local authority in the country (IMD, 2010)</li> </ul>
		Percentage / number of <b>A5 (Hot-Food Take-away)</b> units within town, district and local centres	<ul style="list-style-type: none"> <li>• <b>Number of 100%</b> designated frontages/centres complying with SPD policy</li> </ul>
		<del>Number of applications requiring a Health Impact Assessment (HIA)</del>	<ul style="list-style-type: none"> <li>• 100% of large scale major development applications to undertake HIA <b>over the plan period 2014-2037</b></li> </ul>
		<b>Amount of new residential development within 30 minutes public transport time of a GP and a hospital</b>	<ul style="list-style-type: none"> <li>• <b>Increase</b></li> </ul>
CS23 Managing Pollution and Risk	<b>SO11</b> <b>SO12</b>	Development within flood zones	<ul style="list-style-type: none"> <li>• No highly vulnerable or more vulnerable development within Flood Zone 3 and a reduction in other uses gaining planning permission in this zone</li> </ul>
		Number of planning applications in flood zones which are permitted, contrary to the advice of the Environment Agency <sup>137</sup>	<ul style="list-style-type: none"> <li>• None</li> </ul>

<sup>137</sup> Major Planning Applications where the Environment Agency has an outstanding objection on flood risk grounds - [www.environment-agency.gov.uk/research/planning/33698.aspx](http://www.environment-agency.gov.uk/research/planning/33698.aspx)

<b>MM058</b> Policy	<b>Strategic Objectives</b>	<b>Indicators</b>	<b>Targets</b>
		Number of planning applications which are permitted contrary to the advice of the Environment Agency on water quality grounds	• None
		Development not in accordance with Health and Safety Executive (HSE) endorsed approach for managing risk <sup>138</sup>	• None
		Number of potentially contaminated sites which have been subject to site investigations work/remediation	• Increase in line with Brownfield Strategy for Halton
		Improvements in air quality within designated Air Quality Management Areas in the Borough	• Reduction of air pollutants to within Objective levels
CS24 Waste	<b>SO13</b>	Safeguarding of sites for the purpose of waste management	• Provision of sites for waste management purposes through DPD
		Capacity of new waste management facilities by waste planning authority	• Increasing recovery capacity of waste facilities in the Borough
		Total municipal waste <sup>139</sup>	• Decrease waste going to landfill each year (45,006 tonnes, 2009/10) and decrease in total municipal waste (68,203 tonnes, 2009/10)
CS(R)25 Minerals	<b>SO13</b>	Total land won aggregates to contribute to North West regional requirement	• Contribution to Merseyside/Greater Manchester/ Warrington/Halton apportionment of 4.1 million tonnes of sand and gravel and 26 million tonnes of crushed rock <sup>140</sup> over the plan period 2014-2037
		Total secondary won aggregates	• 20% of aggregates used in construction to be from secondary or recycled sources, rising to 25% by 2021
		Designation of sites as minerals safeguarding areas or Minerals Areas of Search	• Safeguarding of sites where there may be minerals resources, as identified through evidence base over the plan period 2014-2037.
		<b>Onshore oil and gas permissions</b>	• <b>100% within least sensitive locations</b>
<b>CS(N)26</b>	<b>All</b>	<b>Changes of use on unallocated land.</b>	• <b>Annual planning appeal performance – Reduction in the number of appeals upheld and policy reason for this (refer to policy</b>

<sup>138</sup> Cases where local Planning Authorities were minded to grant planning permission against HSE's advice - [www.hse.gov.uk/landuseplanning/cases.htm](http://www.hse.gov.uk/landuseplanning/cases.htm)

<sup>139</sup> DEFRA Municipal Waste Statistics 2009/10 - <http://www.defra.gov.uk/statistics/environment/waste/wrfg23-wrmsannual/>

<sup>140</sup> North West Regional Aggregates Working Party - Sub-regional Apportionment of Aggregates in the North West 2001-2016

<b>MM058</b> Policy	<u>Strategic Objectives</u>	Indicators	Targets
			<u>content) over the plan period 2014-2037</u>
<b><u>ECONOMIC DEVELOPMENT</u></b>			
<b>ED1:</b> <u>Employment Allocations</u>	<u>SO3</u> <u>SO4</u>	<u>Delivery of employment uses on allocated sites;</u>	<ul style="list-style-type: none"> <li><u>Increase delivery of employment uses</u></li> <li><u>• Completions by use</u></li> <li><u>• Permissions by use</u></li> <li><u>• Reduce the % over the plan period 2014-2037</u></li> </ul>
<b>ED2:</b> <u>Employment Development</u>	<u>SO3</u> <u>SO4</u> <u>SO6</u> <u>SO8</u>	<u>Loss of land within existing employment areas for non-employment uses</u>	<ul style="list-style-type: none"> <li><u>• No loss of land for non-employment uses within existing employment areas over the plan period 2014-2037</u></li> </ul>
<b>ED3:</b> <u>Complementary Services and Facilities within Employment Areas</u>	<u>SO3</u> <u>SO4</u> <u>SO6</u>	<u>Provision of complementary facilities</u>	<ul style="list-style-type: none"> <li><u>• 100% of development / redevelopment for employment use or complementary use (ED3)</u></li> </ul>
<b><u>RESIDENTIAL DEVELOPMENT</u></b>			
<b>RD1:</b> <u>Residential Development Allocations</u>	<u>SO1</u> <u>SO2</u>	<u>Delivery of residential development on allocated sites</u>	<ul style="list-style-type: none"> <li><u>• 100% of development for residential use</u></li> <li><u>• Completions</u></li> <li><u>• Permissions</u></li> <li><u>• Reduction in the % lost to other uses</u></li> </ul>
<b>RD2:</b> <u>Gypsy &amp; Travellers (Allocations)</u>	<u>SO1</u> <u>SO2</u>	<u>Delivery of Gypsy and traveller allocated sites</u>	<ul style="list-style-type: none"> <li><u>• Provision for 10 additional pitches in Halton over the GTAA period 2017-2032.</u></li> <li><u>• Reduction in % lost to other uses over the plan period 2014-2037</u></li> </ul>
<b>RD3:</b> <u>Dwelling Alterations, Extensions, Conversions and Replacement Dwellings</u>	<u>SO1</u> <u>SO8</u>	<u>Number of appeals upheld and policy reason for this (refer to policy content)</u>	<ul style="list-style-type: none"> <li><u>• Reduction in the number of appeals upheld over the plan period 2014-2037</u></li> </ul>
<b>RD4:</b> <u>Greenspace Provision for</u>	<u>SO1</u> <u>SO6</u> <u>SO8</u>	<u>On-site open space provided as % of requirement</u>  <u>Off-site open space provided as % of requirement</u>	<ul style="list-style-type: none"> <li><u>• Provision of 100% of required open space.</u></li> </ul>

<b>MM058</b> Policy	<b>Strategic Objectives</b>	<b>Indicators</b>	<b>Targets</b>
<b>Residential Development</b>	<b>SO11</b>		
<b>RD5:</b> <b>Primarily Residential Areas</b>	<b>SO1</b> <b>SO8</b>	<b>No. times cited in decisions</b> <b>% upheld at appeal</b>	<ul style="list-style-type: none"> <li>• <b>100% of appeals upheld</b></li> </ul>
<b>CONNECTIVITY</b>			
<b>C1:</b> <b>Transport Network and Accessibility</b>	<b>SO6</b> <b>SO7</b>	<b>ULEV Charging Points installed</b>  <b>Development within 400m of a bus stop / train station</b>  <b>Canal towpath improvements</b>  <b>PRoW Improvements</b> <b>Delivery / progress of</b> <ul style="list-style-type: none"> <li>• <b>EATC</b></li> <li>• <b>A558 Daresbury Expressway;</b></li> <li>• <b>Watkinson Way / Ashley Way Gyratory;</b></li> <li>• <b>A562 Speke Road;</b></li> <li>• <b>A557 Access improvements; and</b></li> </ul> <b>Reconfiguration / improvement of infrastructure to the south of the SJB.</b>  <b>Delivery of Transport assessments and travel plans for all qualifying development over the plan period 2014-2037.</b>  <b>Protection and enhancement of transport hubs</b>	<ul style="list-style-type: none"> <li>• <b>ULEV Charging Points installed</b></li> <li>• <b>100% of development within 400m of a bus stop / train station</b></li> <li>• <b>Provision of 100% of required contributions towards Canal towpath improvements</b></li> <li>• <b>Delivery / progress of</b> <ul style="list-style-type: none"> <li>○ <b>EATC</b></li> <li>○ <b>A558 Daresbury Expressway;</b></li> <li>○ <b>Watkinson Way / Ashley Way Gyratory;</b></li> <li>○ <b>A562 Speke Road;</b></li> <li>○ <b>A557 Access improvements; and</b></li> <li>○ <b>Reconfiguration / improvement of infrastructure to the south of the SJB.</b></li> </ul> </li> <li>• <b>100% of qualifying applications supported by Transport assessments / travel plans</b></li> <li>• <b>100% retention of transport hubs</b></li> </ul>
<b>C2:</b> <b>Parking Standards</b>	<b>SO7</b> <b>SO8</b>	<b>Development compliant with parking standards (car spaces)</b>  <b>Development compliant with parking standards (disabled spaces)</b>  <b>Development compliant with cycle parking standards</b>	<ul style="list-style-type: none"> <li>• <b>100% compliant with parking standards (car spaces)</b></li> <li>• <b>100% compliant with parking standards (disabled spaces)</b></li> <li>• <b>100% compliant with cycle parking standards</b></li> </ul>

<b>MM058</b> Policy	<b>Strategic Objectives</b>	<b>Indicators</b>	<b>Targets</b>
		<b>Amount of completed non-residential development complying with local car parking standards</b>	<ul style="list-style-type: none"> <li><b>100% compliant with parking standards</b></li> </ul>
<b>C3:</b> <b>Delivery of Telecommunications Infrastructure</b>	<b>SO6</b>	<b>No. times cited in decisions</b> <b>% upheld at appeal</b>	<ul style="list-style-type: none"> <li><b>100% of appeals upheld</b></li> </ul>
<b>C4:</b> <b>Operation of Liverpool John Lennon Airport</b>	<b>SO3</b> <b>SO4</b> <b>SO12</b>	<b>Development likely to increase population within PSZ</b> <b>Development in excess of Height Restriction Zone</b> <b>Off-site airport parking developments</b>	<ul style="list-style-type: none"> <li><b>No development likely to increase population within PSZ</b></li> <li><b>No development in excess of Height Restriction Zone</b></li> <li><b>No off-site airport parking developments</b></li> </ul>
<b>HALTON'S CENTRES</b>			
<b>HCI:</b> <b>Vital and Viable Centres</b>	<b>SO5</b>	<b>Proportion of retail development within defined centres</b> <b>Proposals for out / edge-of-centre supported by a sequential test.</b> <b>Change of use of upper floors</b> <b>Change of use to residential (non-primary frontage)</b> <b>Development for main town centre uses (excluding offices)</b> <b>Amount of completed retail and office development</b>	<ul style="list-style-type: none"> <li><b>100% of retail development within defined centres</b></li> <li><b>100% of proposals for out / edge-of-centre supported by a sequential test.</b></li> </ul>
		<b>Vacancy rates within the Town Centres</b>	<ul style="list-style-type: none"> <li><b>Decrease</b></li> </ul>
		<b>Footfall within the Town Centres</b>	<ul style="list-style-type: none"> <li><b>Increase</b></li> </ul>
<b>HC2:</b> <b>Retail and Town Centre Allocations</b>	<b>SO5</b>	<b>Development of allocated sites x use</b>	<ul style="list-style-type: none"> <li><b>100% of development for allocated use</b></li> </ul>
<b>HC3:</b> <b>Primary Shopping Areas</b>	<b>SO5</b>	<b>Use of ground floor units</b> <b>Maintenance of continuous active frontages</b>	<ul style="list-style-type: none"> <li><b>60% + of ground floor units in E(a), E(b), E(c) use.</b></li> <li><b>No increase in breaks (2+ non-E(a), E(b), E(c) uses) in active frontages</b></li> </ul>
<b>HC4:</b>	<b>SO5</b>	<b>No. times cited in decisions</b>	

<b>MM058</b> Policy	<b>Strategic Objectives</b>	<b>Indicators</b>	<b>Targets</b>
<b>Shop Fronts, Signage and Advertising</b>	<b>SO8</b>	<b>% upheld at appeal</b>	<ul style="list-style-type: none"> <li>• <b>100% of appeals upheld</b></li> </ul>
<b>HC5: Community Facilities and Services</b>	<b>SO5 SO6 SO11</b>	<b>Community facilities lost to other use.</b>  <b>Proportion of new facilities created within or adjacent to existing centres</b>	<ul style="list-style-type: none"> <li>• <b>No net loss of viable community facilities</b></li> <li>• <b>100% of new facilities created within or on edge of existing centres</b></li> </ul>
<b>HC7: Visitor Attractions</b>	<b>SO5 SO8</b>	<b>Tourist facilities lost to other use.</b>  <b>Proportion of new facilities created within or adjacent to existing centres</b>  <b>Proportion of new facilities co-located with existing facilities</b>	<ul style="list-style-type: none"> <li>• <b>No net loss of viable community facilities</b></li> <li>• <b>100% of new facilities created within or on edge of existing centres or collocated with existing facilities</b></li> </ul>
<b>HC8: Food and Drink</b>	<b>SO5 SO12</b>	<b>Proportion of consented HFTAs in Primary Shopping Area</b>  <b>Proportion of consented HFTAs in non-primary TC areas</b>  <b>Proportion of consented HFTAs in Local Centre</b>  <b>Proportion of permissions granted outside existing centre located within 400m of defined education or open space</b>	<ul style="list-style-type: none"> <li>• <b>0% granted above primary shopping area threshold (5%)</b></li> <li>• <b>0% granted above non-primary TC threshold (10%)</b></li> <li>• <b>0% granted above centre thresholds (dominant use or greater of 2 units or more than 10%)</b></li> <li>• <b>0% granted outside existing centre within 400m of defined education or open space</b></li> </ul>
<b>HC9: Mixed Use Area</b>	<b>All</b>	<b>Development consented within MUA</b>	<ul style="list-style-type: none"> <li>• <b>100% of consents for designated uses</b></li> </ul>
<b>HC10: Education</b>	<b>SO6 SO11</b>	<b>Retention / development of allocated sites x use</b>	<ul style="list-style-type: none"> <li>• <b>100% of retained / developed for education use</b></li> </ul>
		<b>Percentage of Year 11 pupils achieving 5 or more GCSEs grade A-C</b>	<ul style="list-style-type: none"> <li>• <b>No decline</b></li> </ul>
		<b>Percentage of Year 11 pupils educated to NVQ levels 2,3 or 4</b>	<ul style="list-style-type: none"> <li>• <b>No decline</b></li> </ul>
<b>HALTON'S ENVIRONMENT</b>			
<b>HE1: Natural Environment</b>	<b>SO10</b>	<b>Condition of SSSIs over the plan period 2014-2037.</b>	<ul style="list-style-type: none"> <li>• <b>No decline in the condition of SSSIs:</b> <ul style="list-style-type: none"> <li>○ <b>Mersey Estuary -99.18% 'favourable' or 'unfavourable but recovering' (May 2012[ ),</b></li> </ul> </li> </ul>

<b>MM058</b> Policy	<b>Strategic Objectives</b>	<b>Indicators</b>	<b>Targets</b>
<b>and Nature Conservation</b>			<ul style="list-style-type: none"> <li>○ <b>Red Brow Cutting - 100% 'favourable' (May 2012[.]),</b></li> <li>○ <b>Flood Brook Clough - 100% 'favourable' at (May 2012[7])</b></li> </ul>
		<b>Proportion of land allocations on best and most versatile agricultural land (grades 1 and 2)</b>	<ul style="list-style-type: none"> <li>• <b>No loss of best and most versatile agricultural land (grades 1 and 2)</b></li> </ul>
		<b>Change in propriety habitats and change in species (by type)</b>	<ul style="list-style-type: none"> <li>• <b>No decline</b></li> </ul>
<b>HE2: Heritage Assets and the Historic Environment</b>	<b>SO10</b>	<b>Maintaining Conservation Areas and Listed Buildings</b>  <b>Maintaining non designated Assets</b>  <b>Change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub regional or local significance</b>	<b>Maintain:</b> <ul style="list-style-type: none"> <li>• <b>Total area designated as Conservation Areas</b></li> <li>• <b>Number of Listed Buildings</b></li> <li>• <b>Number of Scheduled Monuments</b></li> <li>• <b>Reduce the percentage of Listed Buildings at risk</b></li> <li>• <b>100% conserve and enhance the significance</b></li> <li>• <b>Not net loss of sites of archaeological value</b></li> </ul>
<b>HE3: Waterways and Waterfronts</b>	<b>SO3</b> <b>SO4</b> <b>SO6</b> <b>SO10</b>	<b>Public access to waterfronts</b>  <b>Protection / delivery of Runcorn Locks</b>  <b>Proposals within Coastal Change Management Area</b>	<ul style="list-style-type: none"> <li>• <b>No reduction in public access to waterfronts</b></li> <li>• <b>No consents prejudicial to delivery of Runcorn Locks scheme</b></li> <li>• <b>100% require Coastal location or necessary for public safety, nature conservation or human health over the plan period 2014-2037</b></li> </ul>
<b>HE4: Green Infrastructure</b>	<b>SO6</b> <b>SO10</b>	<b>Extent of Green Infrastructure network</b>	<ul style="list-style-type: none"> <li>• <b>Delivery of;</b></li> <li>• <b>Additions to the extent and quality of the Green Infrastructure network against 2014</b></li> <li>• <b>Reduction of the loss of Green Infrastructure assets over the plan period 2014-2037.</b></li> </ul>
<b>HE5: Trees and Landscaping</b>	<b>SO8</b> <b>SO10</b>	<b>Protected trees (TPO)</b>  <b>Ancient woodlands (Ha.)</b>	<ul style="list-style-type: none"> <li>• <b>No loss of protected trees (TPO)</b></li> <li>• <b>No loss of ancient woodland</b></li> </ul>

<b>MM058</b> Policy	<b>Strategic Objectives</b>	<b>Indicators</b>	<b>Targets</b>
		<u>Trees within Conservation Areas / Nature Conservation assets</u>	<ul style="list-style-type: none"> <li><u>No loss of trees within Conservation Areas / Nature Conservation assets</u></li> </ul>
<b>HE6:</b> <u>Outdoor and Indoor Sport Provision</u>	<u>SO11</u>	<u>Sports / playing pitch provision</u>  <u>Provision against assessed demand (x sport)</u>	<ul style="list-style-type: none"> <li><u>No net loss of sports / playing pitch provision</u></li> <li><u>No deficits in provision against assessed demand (x sport)</u></li> </ul>
<b>HE7:</b> <u>Pollution and Nuisance</u>	<u>SO12</u>	<u>AQMAs</u>  <u>Proposals identifying negative impacts of pollution and nuisance</u>	<ul style="list-style-type: none"> <li><u>Reduction / elimination of AQMAs</u></li> <li><u>100% proposals accompanied by an impact assessment demonstrating mitigation measures</u></li> </ul>
<b>HE8:</b> <u>Land Contamination</u>	<u>SO12</u> <u>SO13</u>	<u>Contaminated land investigations</u>  <u>Consents subject to remediation conditions</u>	<ul style="list-style-type: none"> <li><u>100% of applications on potentially contaminated sites supported by appropriate Contamination Risk Assessment</u></li> <li><u>100% of remediation requirements discharged.</u></li> </ul>
<b>HE9:</b> <u>Water Management and Flood Risk</u>	<u>SO12</u> <u>SO13</u>	<u>Consents within FZ3, FZ2, FZ1</u>  <u>SUDS / Land reserved for flood management measures</u>  <u>Consents within Source Protection Zones (SPZs)</u>	<ul style="list-style-type: none"> <li><u>No consents for vulnerable uses within FZ3, FZ2</u></li> <li><u>100% of applicable consents employment SUDS / Land reserved for flood management measures</u></li> <li><u>No consents for uses creating unacceptable threat to Source Protection Zones (SPZs)</u></li> </ul>
		<u>Length of watercourses / proportion of water bodies with 'good' status in the ecological and chemical classification</u>	<ul style="list-style-type: none"> <li><u>Improve</u></li> </ul>
		<u>Number of planning permissions granted contrary to the advice of the EA on water quality grounds</u>	<ul style="list-style-type: none"> <li><u>Reduce</u></li> </ul>
<b>HE10:</b> <u>Minerals Safeguarding Areas</u>	<u>SO12</u> <u>SO13</u>	<u>Mineral Safeguarding Areas and Mineral area of search.</u>	<ul style="list-style-type: none"> <li><u>Maintain 0% of MSAs and MAS from sterilisation by other forms of development over the plan period 2014-2037.</u></li> </ul>
<b>HE11:</b> <u>Minerals</u>	<u>SO13</u>	<u>Maintain 0% of MSAs and MAS from sterilisation by other forms of development over the plan period 2014-2037.</u>  <u>Mineral Extraction</u>	<ul style="list-style-type: none"> <li><u>0% of MSA sterilised by consents</u></li> <li><u>0% of MAS sterilised by consents</u></li> <li><u>100% providing a restoration plan</u></li> </ul>
<b>GENERAL REQUIREMENTS</b>			

<b>MM058</b> Policy	<b>Strategic Objectives</b>	<b>Indicators</b>	<b>Targets</b>
<b>GR1:</b> <u>Design of Development</u>	<b>SO8</b>	<u>No. times cited in decisions</u> <u>% upheld at appeal</u>	<ul style="list-style-type: none"> <li><u>100% of appeals upheld</u></li> </ul>
<b>GR2:</b> <u>Amenity</u>	<b>SO8</b>	<u>No. times cited in decisions</u> <u>% upheld at appeal</u>	<ul style="list-style-type: none"> <li><u>100% of appeals upheld</u></li> </ul>
<b>GR3:</b> <u>Boundary Fences and Walls</u>	<b>SO8</b>	<u>No. times cited in decisions</u> <u>% upheld at appeal</u>	<ul style="list-style-type: none"> <li><u>100% of appeals upheld</u></li> </ul>
<b>GR4:</b> <u>Temporary Buildings</u>	<b>SO8</b>	<u>No. times cited in decisions</u> <u>% upheld at appeal</u>	<ul style="list-style-type: none"> <li><u>100% of appeals upheld</u></li> </ul>
<b>GR5:</b> <u>Renewable and Low Carbon Energy</u>	<b>SO9</b>	<u>Energy Statements.</u> <u>Wind turbines</u> <u>Restoration</u>	<ul style="list-style-type: none"> <li><u>100% of applicable applications supported by an Energy Statement</u></li> <li><u>100% of consents for wind turbines within defined policy area</u></li> <li><u>100% of consents including a restoration plan.</u></li> </ul>
<b>GREEN BELT</b>			
<b>GB1:</b> <u>Control of Development in the Green Belt</u>	<b>SO2</b> <b>SO10</b>	<u>Inappropriate development within the greenbelt</u>	<ul style="list-style-type: none"> <li><u>No inappropriate development within the greenbelt</u></li> </ul>
<b>GB2:</b> <u>Safeguarded Land</u>	<b>SO2</b> <b>SO10</b>	<u>Development contrary to policy within the designated Safeguarded areas.</u>	<ul style="list-style-type: none"> <li><u>No development contrary to policy within the designated Safeguarded areas.</u></li> </ul>