

Halton Local Plan 2014-2037

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

**(Regulation 19)
Proposed Submission Draft**

May 2019

FOREWORD

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

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

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

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

Cllr Hignett



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I. INTRODUCTION

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

Why are we preparing this Document?

- I.3. It is essential that the Council continues to have an up-to-date statutory development plan in order to provide for the proper planning of the area.
- I.4. The current Halton Local Plan Core Strategy was adopted in 2013. Since the Plan was adopted there have been a number of changes that need to be addressed:
 - a. The introduction of the National Planning Policy Framework (NPPF)¹ in March 2012.²
 - b. The introduction of National Planning Policy Guidance (PPG) in March 2014.
 - c. The revocation of the Regional Strategy for the North West in May 2013.
 - d. New housing evidence from the Strategic Housing Market Assessment (SHMA) in January 2016³ for Mid-Mersey, commissioned jointly with St Helens and Warrington Councils.
 - e. Emerging housing and employment evidence from the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA).
 - f. Planning for the Right Homes in the Right Places (Consultation Proposals), Department of Communities & Local Government (Sept 2017)
- I.5. The housing numbers within the Halton Local Plan Delivery and Allocations Plan (DALP) were derived from the Housing Delivery Test.. The National Planning Policy Framework (NPPF) makes it clear that the Local Plan should be based on the standard housing methodology⁴. This approach is a, nationally consistent, methodology for calculating minimum housing requirements.
- I.6. Experience from planning appeals and local plan examinations in other parts of the Country, show that plans based on the old regional spatial strategies, or districts where there isn't enough land earmarked in plans to keep a positive five year supply, are often unable to protect 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.

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

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

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

⁴ <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

Purpose and format of the Halton Local Plan

- I.7. Once adopted, the Local Plan will provide a robust and up-to-date policy framework to guide future development within the Borough.

Specifically, this Local Plan document and associated Adopted Policies Map will:

- a. Replace the remaining saved policies of the Halton UDP (adopted April 2005).
- b. Refresh and update, selected policies of the Core Strategy (adopted April 2013).
- c. Include allocations of land for residential, employment, retail, leisure and other land uses.
- d. Identify areas to be designated and protected for landscape, nature conservation, environmental and heritage reasons.
- e. Provide policies to guide decision making in the development management process.
- f. Replace the existing UDP Proposals Map

Public Consultation

- I.8. Therefore the purpose of this current consultation is to seek the views of interested parties on the proposed Delivery and Allocations Local Plan (DALP) and the Revised Core Strategy policies. These views will be used to finalise the Local Plan and to inform the identification of any further evidence requirements.
- I.9. You are also invited to draw the Council's attention to any matters which have not been identified, but you think should be, and explain to us why you think they should be included in this Plan. You know your local area really well and the Council wants to work with you to prepare a plan which reflects the changes that local communities want to see in their area.
- I.10. The consultation period for this Local Plan document runs from: 4th January 2018 to 15th February 2018. Only comments received during the consultation period will be considered. The Council asks that consultation responses are made online where possible (at www.halton.gov.uk/DALP), or via email on the Halton Local Plan Comments Form to forward.planning@halton.gov.uk, to save time, paper and money. Paper copies of the comments form can be found at the locations identified below or can be downloaded from the website and will of course be considered alongside the electronic submissions.
- I.11. You will find a copy of each of the relevant the documents online at www.halton.gov.uk/DALP. Or you can view a paper copy at the Halton Direct Links (HDLs) at either Runcorn Shopping City (formerly known as Halton Lea) or Granville Street in Runcorn or Brook Street in Widnes. Or you can view a paper copy at the Libraries at Runcorn Shopping City or at Granville Street in Runcorn; or at Kingsway or Ditton in Widnes.

Why should I get involved?

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

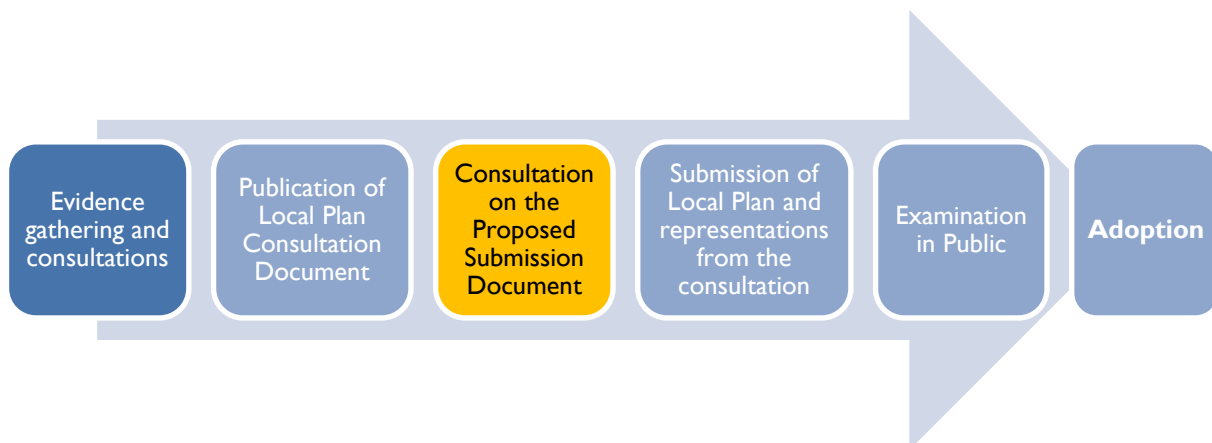
Structure of this Document

- I.13. The first four sections of this document set the scene, providing details of the policy context, the supporting documents and the evidence base. Part 1 (Sections 5 - 14) provide the Revised Core Strategy policies and Part 2 (Sections 15 - 23) set out the Delivery and Allocations policies, and Part 3 provides the policies for the Key Areas of Change and Site Allocations.
- I.14. The Local Plan Policies do not cover all areas: where principles for development are addressed by national policies, they are not repeated. Some areas of policy may be supported in future by Supplementary Planning Documents (SPDs), rather than further more detailed Local Plan Policies.
- I.15. All policies within this Local Plan should be read alongside national planning policies, the remaining policies of the Halton Core Strategy Local Plan, the Joint Waste Local Plan and guidance in SPDs.
- I.16. It is also important to note that this document should be read as a whole, as the policies are cross cutting and inter-relate. Decisions on development proposals will have regard to all relevant policies within this and other appropriate documents. The fact that a particular policy may specifically support or encourage a certain type of development does not alter this requirement.
- I.17. Site Allocations identify sites to be allocated for development, such as housing or employment. Designations identify land that should be safeguarded (for example open space or transport infrastructure) or where specific policies apply (for example local centres). Designations relate to Core Strategy or Delivery and Allocations policies. These allocations and designations are to be shown on the accompanying draft Policies Map.

Next Steps

- I.18. At the close of this consultation all comments will be recorded and will be considered by officers, a report of the consultation will be prepared and made available online (at www.halton.gov.uk).
- I.19. Preparation of the DALP must follow a number of stages to ensure that local people and other stakeholders are fully engaged in the process, and that its contents are based on robust evidence, testing of alternatives and then external examination by an Inspector. These stages of work are summarised in Figure I.1. It is expected that the DALP would be adopted by the Council in 2019 however due to the complex nature of the work; the programme is kept under regular review.

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



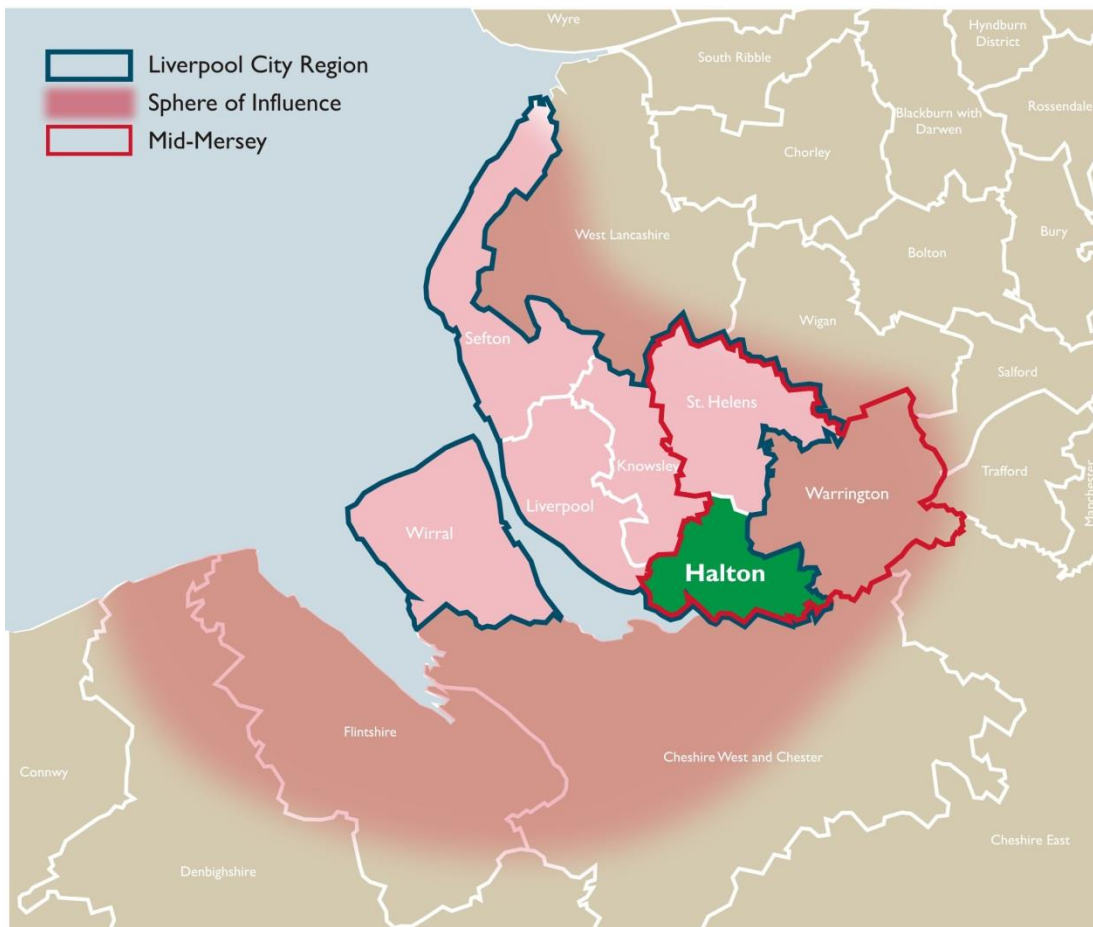
- I.20. To be kept informed of work on the Local Plan please see the Latest Planning Updates page on our website (www.halton.gov.uk/DALP) or contact the Planning Policy Team at

forward.planning@halton.gov.uk, or 0151 511 6458 , or Halton Borough Council, Municipal Building, Kingsway, Widnes, WA8 7QF.

2. HALTON'S STORY OF PLACE

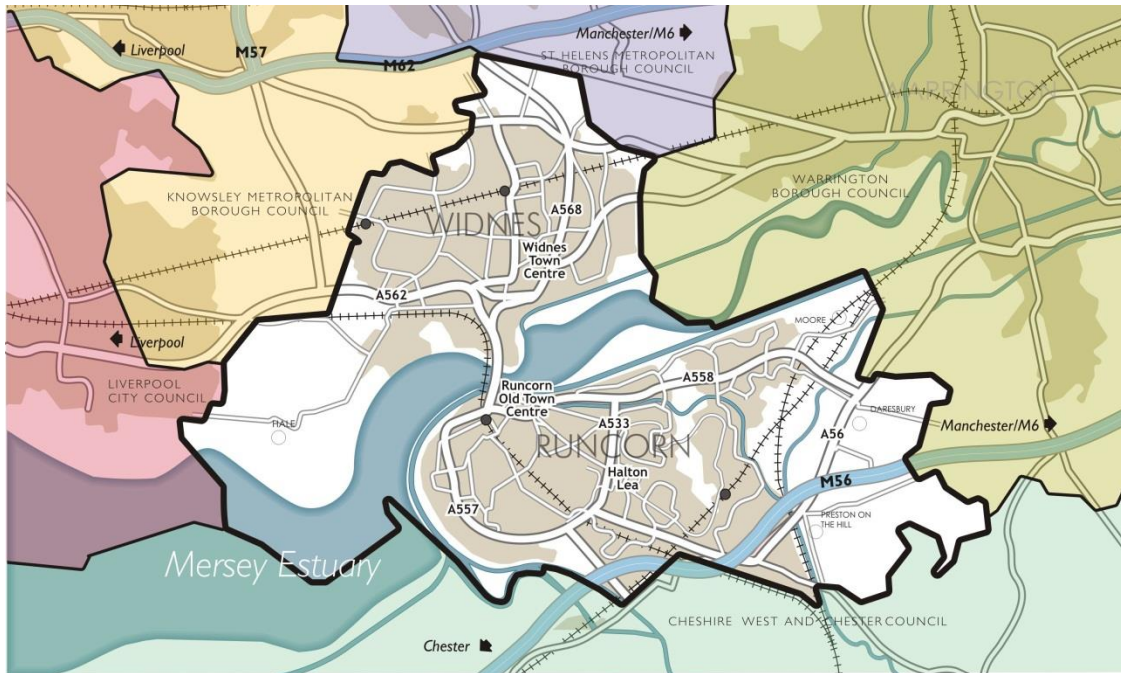
- 2.1 Covering the towns of Runcorn and Widnes, Halton is a unitary authority located in the North West of England which straddles the upper estuary of the River Mersey. It is located to the east of Liverpool City with the Borough of St Helens to the north, Warrington to the east and rural north Cheshire lying to the south.
- 2.2 Home to 127,595⁵ 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.

⁵ ONS (2016) 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, and the key drivers of change that will affect and shape the Borough to 2037 and beyond. From this the key challenges for Halton to be dealt with in the Core Strategy are summarised.

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 19th 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 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.

Runcorn

- 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 19th 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 Plan⁶ (including Amendments⁷) 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.

Figure 4: Runcorn New Town Indicative Master Plan including amendments (1967, 1971 and 1975)



- 2.15 The principles of a strong community and accessibility underlie the overall structure of Runcorn New Town. As a result, the New Town comprises a number of distinct neighbourhoods, each with an individual identity emphasised in individual architectural forms linked by a busway system on a segregated carriageway and the all-purpose Expressway which was intended to form a unique 'figure of eight' around the town. At the intersection of this 'eight' is located the town centre called 'Shopping City' with supporting office development and a General Hospital.
- 2.16 Existing and new employment areas were located around the outskirts of the New Town linked to the residential neighbourhoods by the segregated busway. The new employment estates at Astmoor and Whitehouse grouped largely single storey commercial units of various sizes around shared courts, often with communal parking areas, generous landscaping with good connections to the new Expressway network.

⁶ Runcorn Development Corporation (1967) Runcorn New Town Master Plan

⁷ Runcorn Development Corporation (1971) Runcorn New Town Master Plan: Amendment No.1

⁸ Runcorn Development Corporation (1975) Runcorn New Town Master Plan: Amendment No.2

- 2.17 With its unique urban form and uncompromising architectural styles, the New Town has left a mixed legacy. This includes residential neighbourhoods where there has been the need for comprehensive redevelopment, for example Southgate, or focused regeneration, as seen at Castlefields. Similarly, the early employment estates of Astmoor and to a lesser extent Whitehouse also suffer from a design legacy that is not suited to modern standards.
- 2.18 The full extent of the New Town Master Plan was never fully realised and as a result a number of unimplemented New Town planning consents remain. This is particularly apparent in East Runcorn, where extant planning permissions were granted under the New Towns Act 1981 for the development of a residential neighbourhood at Sandymoor. Whilst a number of sites within Sandymoor have been developed there are a number of sites within the south zone of Sandymoor which remain undeveloped.

Bridging the Gap

- 2.19 The two towns of Runcorn and Widnes lie either side of a natural narrowing of the Mersey Estuary known as the Runcorn Gap. The Runcorn Gap is a long standing strategic crossing of the Mersey since Roman times when crossing by boat and on foot (in low tides) would have been undertaken.
- 2.20 The first physical link between Runcorn and Widnes was established with the opening of the Ethelfreda Railway Bridge in 1868 which still remains in use today as the Liverpool branch of the West Coast Main Line railway. In the past, the railway bridge also catered for pedestrians with road vehicles unable to make the crossing until 1905 when the Transporter Bridge opened.
- 2.21 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 currently acts as 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. Despite being converted to four lanes in the 1970s, the Silver Jubilee Bridge is now 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 suffers 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.

The Transporter Bridge



- 2.22 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.
- 2.23 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.



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 119,600⁹ in 2010, is projected to increase by around 9,600, to 129,200 by the end of the plan period (2037)¹⁰.

- 2 The overall population of Halton is increasingly steadily year on year. Since 2011, the borough has seen it's total population rise by almost 2,000. Although the 0-15

⁹ ONS (2012) 2010-based Subnational Population Projections

¹⁰ ONS(2012) 2010-based Subnational Population Projections

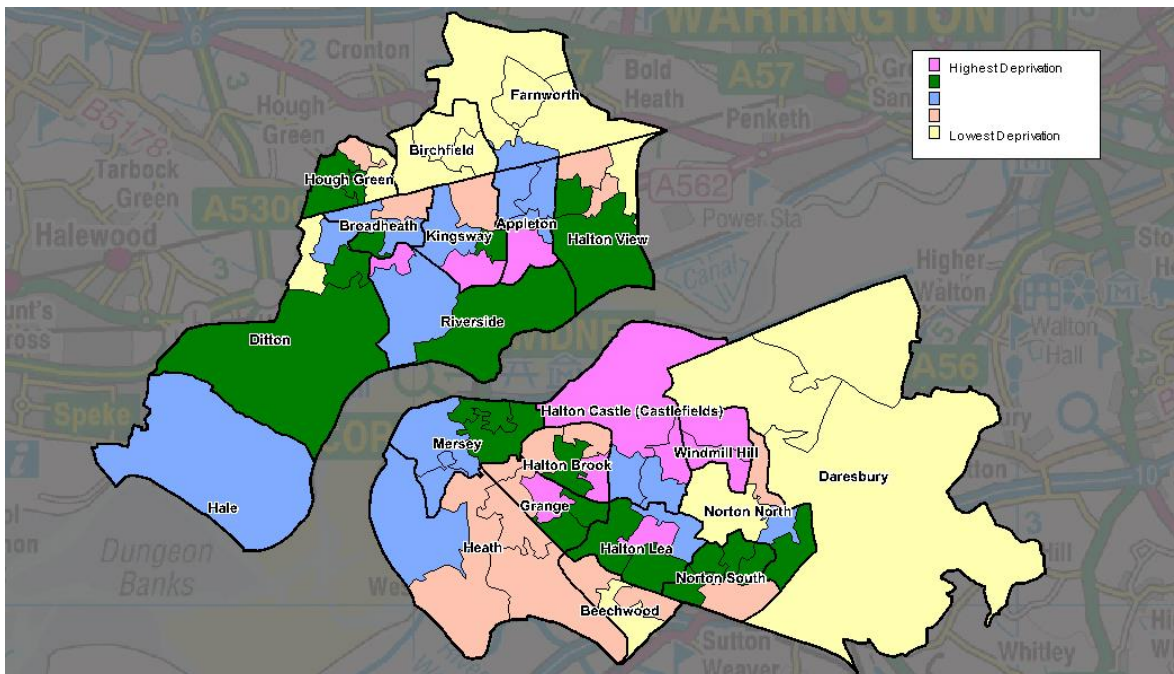
population has seen a small increase in line with the overall trend of Halton, the working age population has actually decreased by 4% since 2011. Perhaps the most striking statistic with regards to the population change in Halton since 2011 is that the older population (65+) has seen a 23% increase 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.”

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

Deprivation

- 2.27 The Index of Multiple Deprivation (IMD)¹¹ can be used to identify groups and areas in Halton suffering from deprivation. Halton is ranked as the 27th most deprived Borough nationally (at 2015) and 3rd 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 27th 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



Health

¹¹ CLG (2010) The English Indices of Deprivation

2.28 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)¹² 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 Partnership¹³ 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.

Housing

- 2.29 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 housing¹⁴.
- 2.30 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)¹⁵ 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 increased over the last ten years from negligible (mostly a function of worklessness) to 118 per annum in 2005 and nearly 900 per annum in 2010¹⁶.
- 2.31 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.
- 2.32 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

¹² ONS (2007-2009) Life Expectancy at Birth

¹³ Lancaster University (2003) Understanding Factors Affecting Health in Halton

¹⁴ GL Hearn and Justin Gardner Consulting (2011) Halton and Mid-Mersey Strategic Housing Market Assessment

¹⁵ HBC (2011) State of the Borough in Halton

¹⁶ GL Hearn and Justin Gardener Consulting (2011) Halton and Mid-Mersey Strategic Housing Market Assessment

permanent pitches and 10 transit pitches across Halton. There is a requirement to provide an additional 10 permanent pitches in the future.

Employment, Learning & Skills

- 2.33 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 Region¹⁷. Distribution, information and communication sectors are also large employment sectors in the Borough.
- 2.34 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%)¹⁸. There has 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 in Halton in July 2017 was 4.2%; this was greater than the Liverpool City Region rate (3.3%) and the national rate (2.1%)¹⁹, and is likely to increase in the current economic climate.
- 2.35 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 worked in Halton had a weekly pay of £562.00 compared to £497.10 for the residents of Halton²⁰.
- 2.36 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.
- 2.37 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 Ineos Chlor amongst the largest individual private sector employers in the Borough. Redevelopment of ICI's former headquarters at the Heath Business Park

¹⁷ ONS (2008) Annual Business Survey

¹⁸ ONS (2017-18) Nomis – Economic Activity Rate

¹⁹ Nomis – Universal Credit July 2017

²⁰ ONS (2017) Annual Survey of Hours and Earnings (ASHE)

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.

Environment

- 2.38 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.
- 2.39 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 standard²¹. There are also areas of distinct landscape character within the Borough which have been identified through the Halton Landscape Character Assessment²².
- 2.40 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.
- 2.41 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.

Climate Change and Sustainability

- 2.42 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

²¹ For more information please refer to the State of the Borough for Halton: A Sustainability Appraisal for Halton. Available at: www.halton.gov.uk

²² TEP (2009) Halton Landscape Character Assessment

climatic shifts will have a pronounced effect on Halton's natural and built environments.

- 2.43 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.
- 2.44 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.

Transport Links

- 2.45 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.
- 2.46 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.
- 2.47 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.
- 2.48 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%)²³. Overall, 70% of journeys to work within Halton are made by car²⁴.
- 2.49 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' concept²⁵ which aims to ensure that these assets along with other freight infrastructure across the sub-region become a key driver in the local economy.

²³ HBC (2011) State of the Borough in Halton

²⁴ ONS (2001) Census 2001

²⁵ TMP (2008) Liverpool SuperPort

Retail and Leisure

- 2.50 Halton has three main retail centres with Widnes being the largest centre followed by Shopping City and then Runcorn Old Town.
- 2.51 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.
- 2.52 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 aregeneration 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..

Hazardous Installations and other Risks

- 2.53 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 store quantities of potentially dangerous chemicals such as chlorine at Ineos Chlor 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.

Halton's Challenges

2.54 Through the description of Halton's characteristics including the Borough's assets, issues and opportunities a number of challenges have become clear.

Halton's challenges are to:

- respond to the changing population structure including the Borough's ageing population;
- tackle issues of deprivation and health for the Borough's residents;
- deliver and secure a balanced housing offer which is appropriate to local markets and ultimately supports the Borough's economic growth;
- continue to create an environment where employers want to invest and create jobs;
- attract skilled workers into the Borough and increase the proportion of Halton's working age population with appropriate qualifications;
- support the Borough's economic growth sectors including science and technology, and logistics and distribution;
- ensure all development is of a high quality of design and that areas of contaminated land are successfully remediated;
- maintain and enhance Halton's natural and heritage assets including its sites of local, national and international importance, waterside environments and distinctive character;
- protect, enhance and, where appropriate, expand the Borough's green infrastructure network
- put in place mitigation and adaptation measures to deal with the threat of climate change;
- utilise resources sustainably;
- reduce congestion and support travel by sustainable modes;
- maintain and enhance the retail and leisure offer of Widnes Town Centre, Shopping City and Runcorn Old Town; and,
- minimise and respond to the potential risk of major accidents, flooding, contamination and pollution.

2.55 These challenges must be addressed in order to ensure Halton fulfils its future vision to 2037.

3. VISION AND STRATEGIC OBJECTIVES

A VISION FOR HALTON IN 2037

- 3.1. The overarching vision is taken from the Halton Sustainable Community Strategy 2011-2026:
- 3.2. *“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.”*
- 3.3. Flowing from this, the spatial vision underpinning Halton’s Core Strategy is as follows:

“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.
- 3.4. Thriving and diverse residential communities are growing at Sandymoor, Daresbury Strategic Site and Runcorn Waterfront while additional high quality housing in other locations across Runcorn and Widnes are reinforcing and diversifying the Borough’s residential offer, responding to the needs of the Borough’s communities. There has been a renewed emphasis on the delivery of affordable housing providing accommodation for those who were previously unable to access the type of home they required.
- 3.5. The Borough’s economy has been strengthened by the expansion of key employment areas at Daresbury Strategic Site, 3MG, Mersey Gateway Port and Widnes Waterfront, and Halton has developed an important role in the sub-region for sustainable distribution and logistics and in high-tech science and research. Halton’s residents are well equipped with the skills needed to compete for jobs in all sectors and locations throughout the Borough, where existing employment areas have been retained and improved through appropriate regeneration to meet the needs of modern employers. The Borough’s traditional industries, centred on the chemicals sector, continue to play a key role in both Runcorn and Widnes.
- 3.6. 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, with a niche role compared to the two main town centres in the Borough.
- 3.7. 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.
- 3.8. The rural character and setting of the Borough’s villages of Moore, Daresbury and Preston-on-the-Hill within the Green Belt has been retained through restrictions on new development. The character of Hale Village (inset within the Green Belt), has also been protected, and any negative impacts associated with the expansion at Liverpool John Lennon Airport are minimised. The Borough’s Green Belt continues to provide a vital resource for current and future residents, keeping important spaces between settlements.
- 3.9. 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.

- 3.10. 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 Mesrey 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."

STRATEGIC OBJECTIVES

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

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.

National Context

- 4.2. National planning policies are set out in the form of the National Planning Policy Framework (NPPF)²⁶. 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 advice²⁷, and national planning policy for waste²⁸.
- 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 A sets out the specific requirements detailed in the NPPF which need to be addressed through the Local Plan. Requirements from the Planning Policy for Traveller Sites statement are also included.
- 4.6. National Planning Practice Guidance (PPG)²⁹ 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 in to 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, notably this Local 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

²⁶ MHCLG (2019) National Planning Policy Framework (<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)

²⁷ MHCLG (2015) Planning policy for traveller sites (<https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>)

²⁸ CLG (2014) National Planning Policy for Waste (<https://www.gov.uk/government/publications/national-planning-policy-for-waste>)

²⁹ CLG (2014 and ongoing) National Planning Practice Guidance (<http://planningguidance.planningportal.gov.uk/>)

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.

Local Context

- 4.10. This document will review and may replace some of the planning policies contained in the Halton Core Strategy Local Plan³⁰ and will complement the policies of the Joint Merseyside and Halton Waste Local Plan (Joint Waste Local Plan)³¹.
- 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 CS11. 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 C 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,³² which outlines the long-term vision to achieve sustainable improvement in

³⁰ HBC (2013) Halton Core Strategy Local Plan
(<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/CoreStrategy.pdf>)

³¹ MEAS (2014) Joint Merseyside and Halton Waste Local Plan
(<http://www4.halton.gov.uk/Pages/planning/policyguidance/Waste-Plan.aspx>)

Halton; the Halton Local Transport Plan 3³³ and the Liverpool City Region Transport Plan for Growth³⁴ which aims to provide a good quality transport system; the Borough's Economic Regeneration Strategies, which support the economic performance of the Borough; Halton's Housing Strategy, ensuring that Halton offers a broad range of good quality housing which meets the needs of existing and future communities; and Halton's Health and Wellbeing Strategy 2017-22, which aims to improve the health and wellbeing of Halton people so they live longer, healthier and happier lives.

Devolution agreement

- 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.

³² HBC (2010) Halton Sustainable Community Strategy 2011-2026
(http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/Sustainable_Community_Strategy.pdf)

³³ HBC (2011) Halton Local Transport Plan 3
(<http://www4.halton.gov.uk/Pages/councildemocracy/TransportPolicy.aspx>)

³⁴ 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>)

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:

Sustainability Appraisal

- 5.2. The DALP is required to be accompanied by a Sustainability Appraisal (SA). The purpose of this document is to consider all the likely significant effects of the Local Plan on various environmental, economic and social factors. In addition to this, if the Local Plan is likely to have a significant effect on the environment, the SA must also meet the legal requirements of the European Directive on Sustainable Environmental Assessment (SEA).
- 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 Document³⁵. 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. The latest proposed submission version of the DALP will have accompanying version of the Sustainability Appraisal. This document has been further updated to take account of the latest background information that considers the likely significant effects of the sites and policies of the Local Plan and will be consulted upon alongside this document.

Infrastructure Plan

- 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 completed³⁶ in 2017 and is available on the Council website (www.halton.gov.uk/DALP).
- 5.6. The DALP will have a strong, direct relationship with the Infrastructure Plan as it will identify site specific allocations. The infrastructure requirements of specific sites will be determined during the preparation of the DALP to ensure that there is appropriate infrastructure in the right location at the right time to meet the needs of development. Integral to this will be on-going dialogue with infrastructure providers.

Habitats Regulations Assessment

³⁵ HBC (2018) Delivery and Allocations Local Plan SA Scoping Report (www4.halton.gov.uk/Pages/planning/policyguidance/DALP.aspx)

³⁶ HBC (2017) Infrastructure Plan: 2017 Review (<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/dalp/InfrastructurePlan2017Review-FinalConsultationDocument.pdf>)

- 5.7. Local Plans must also be subject to a Habitats Regulations Assessment (HRA). Under this the Council must ascertain; before it can be adopted, that the DALP will not adversely affect the integrity of a site of European nature conservation importance, either alone or in combination with other plans and projects. The HRA of this DALP will be consulted upon alongside this consultation document.

Health Impact Assessment

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

Equality Impact Assessment

- 5.9. The DALP will also be assessed for its potential impact on equalities. The need for an Equality Impact Assessment (EqIA) to be undertaken stems from the duty placed on Public Authorities to eliminate unlawful discrimination in carrying out their function, and promoting equality of access and opportunity for all communities. Local Authorities are also specifically required to demonstrate compliance with the Equality Act³⁷ 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 will be consulted upon alongside this document.

Duty to Co-operate Statement

- 5.10. The Localism Act 2011³⁸ 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.
- 5.11. The Duty to Co-operate Statement will demonstrate that Halton Borough Council has met these requirements with regards to the DALP. It will also be considered by an independent Inspector at the Examination stage, to determine whether the Duty has been legally complied with (i.e. the processes and procedures of plan making) and whether these arrangements have led to a sound plan.

Consultation Statement

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

³⁷ HMSO (2010) Equality Act 2010 (www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga_20100015_en.pdf)

³⁸ HM Gov (2011) Localism Act (www.legislation.gov.uk/ukpga/2011/20/contents/enacted)

6. EVIDENCE BASE

- 6.1. The Delivery and Allocations Local Plan (DALP) will be underpinned by a comprehensive evidence base. This evidence base has been, and will be, developed in response to issues and challenges faced by Halton. Certain evidence base documents are also required to be produced under national policy and regulations. The evidence base will be used to inform policy approaches within the Local Plan.
- 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 (Cheshire East, Cheshire West and Chester, Halton and Warrington). As such a number of evidence base documents have been or will be developed in partnership with these authorities in order to provide a more complete and robust interpretation of issues, challenges and opportunities that are not necessarily bound by administrative boundaries.

Evidence Base Documents

- 6.3. The key pieces of Halton's existing evidence base which will be used to support the DALP are set out below (please note that other existing evidence base documents may also be used, where required, alongside these):
 - **Mid Mersey Strategic Housing Market Assessment** (GL Hearn and JGC, 2016): This has been commissioned with St Helens and Warrington Council's and provides an assessment of past, current and future trends in housing type and tenure, household size and housing need.
 - **Liverpool City Region Strategic Housing and Employment Land Market Assessment:** (GL Hearn) This study brings together the evidence base for both housing need and employment land need, taking into account the anticipated economic growth in the City Region over the next 25 years to provide a robust basis for Local Plan policies and allocations across the City Region.
 - **Joint Employment Land and Premises Study** (BE Group, 2010): The study assesses the quantity and quality of employment land in the Borough and recommends future allocations of employment land to maintain economic growth.
 - **Halton Retail Study** (England and Lyle, June 2017 2016): This study includes a capacity assessment to update the 2009 Study, and includes town centre health checks and further consideration of the hierarchy and town centre areas.
 - **Halton Landscape Character Assessment** (TEP, 2009): This identifies, describes and maps areas according to various landscape character types.
 - **Halton Open Space Study** (PMP and HBC, 2006). The study assesses existing and future needs for open space, sport and recreation in Halton and the current ability to meet these needs
 - **Playing Pitch Strategy** (HBC, work ongoing): This strategy is currently being prepared and will assess existing and future needs for playing pitch provision in Halton.
 - **Halton Strategic Flood Risk Assessment** (HBC, 2007): Provides a detailed assessment of the extent and nature of the risk of flooding and the implications for future development.
 - **Halton Level 2 Strategic Flood Risk Assessment** (JBA, 2011): Focuses on three primary watercourses and development areas in the Borough.

- **Liverpool City Region Renewable Energy Capacity Study** (Arup, 2010): This study identifies Energy Priority Zones for the delivery of low and zero carbon technologies.
 - **Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment** (ORS, 2018): In association with the Cheshire Partnership this document assesses accommodation and related service needs of Gypsies, Travellers and Travelling Showpeople.
 - **Liverpool City Region and Warrington Green Infrastructure Framework Draft** (Mersey Forest, 2013): This Framework provides information and new perspectives on green infrastructure across the seven local authorities.
 - **Liverpool City Region and Warrington Green Infrastructure Framework Action Plan** (Mersey Forest, 2013): This Plan identifies actions at a city region level that meet key priorities of the Green Infrastructure Framework.
 - **Listed Buildings in Halton:** This document details each of the buildings Listed in Halton (at the time of writing the document), including a map and an image of the property or structure.
 - **Widnes and Hale Green Belt Study** (HBC, work ongoing): This study reviews and assesses the Widnes and Hale Green Belt.
 - **Strategic Housing Land Availability Assessment** (annual update): This is the main mechanism to identify a deliverable and developable supply of sites in the Borough for housing.
 - **Halton Housing Land Availability Report** (annual update): This report provides data on land availability and take-up (build) rates for housing within Halton
 - **Halton Employment Land Availability Report** (annual update): This report provides data on land availability and take-up (build) rates for employment uses within Halton
 - **Borough Development Viability Study:** This study will assess the economic viability of development
 - **Liverpool City Region; Transport Plan for Growth** (LCR Combined Authority, 2015): This document brings together the previously separate Local Transport Plans (LTP3s) for Halton and Merseyside
 - **Halton Local List** (HBC, work ongoing): This document is currently being prepared and will identify the non-designated heritage assets in Halton.
 - **Liverpool City Region Ecological Network** (MEAS, 2015): This document comprises ecological and biodiversity information on the City Region's natural assets. It also identifies opportunities to enable better protection and management of those natural assets and at the same time, describes opportunities to create new natural assets.
- 6.4. A full list of the Evidence Base which supports Halton's planning policy framework can be found on the Council's website under the 'Planning Policy Evidence Base' page: <http://www3.halton.gov.uk/Pages/planning/policyguidance/Evidence.aspx>

7. Part I: 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 the evidence base that support the policies. Most notably documents such as the Mid-Mersey Strategic Housing Market Assessment (SHMA), the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) and the Halton Retail Study.

Retained Policies

- 7.2. A significant number of the Core Strategy Policies are to be retained. These policies have all been reviewed in light of the most up to date evidence and it has been determined that it is not appropriate to revise these policies. The policies to be retained are as follows:
- CS7: Infrastructure Provision
 - CS12: Housing Mix
 - CS18: High Quality Design
 - CS19: Sustainable Development and Climate Change
 - CS20: Natural and Historic Environment
 - CS21: Green infrastructure
 - CS22: Health and Well-Being
 - CS23: Managing Pollution and Risk
 - CS24: Waste
 - CS25: Minerals

Revised Policies

- 7.3. The following policies from the original Core Strategy are to be revised:
- CS1: Halton's Spatial Strategy
 - CS3: Housing Supply and Locational Priorities
 - CS4: Employment Land Supply and Locational Priorities
 - CS5: A Network of Centres
 - CS6: Green Belt
 - CS13: Affordable Housing
 - CS14: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople
 - CS15: Sustainable Transport
 - CS17: Liverpool John Lennon Airport

Deleted Policies

- 7.4. The following policies from the original Core Strategy are to be deleted
- CS2: Presumption in Favour of Sustainable Development
This Policy was a requirement following the 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.
 - CS8: 3MG
 - CS9: South Widnes
 - CS10: West Runcorn
 - CS11: East Runcorn

The Core Strategy set out the spatial priorities for development across the Borough, including 'pen picture' maps and development expectations for development in the Key Areas of Change. This Local Plan continues with these spatial priorities, but the descriptive policies are being deleted to remove unnecessary duplication and avoid any inconsistencies with the new allocations policies.

- **CS16: The Mersey Gateway Project**
This policy defined and protect the alignment of the Mersey Gateway Project corridor, and set the framework 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.
- **GB Temp: Green Belt Release Allocations**

[Strategic] CS(R)1: Halton's Spatial Strategy

- 7.5. The Spatial Strategy flows from the Vision for Halton³⁹. It expresses how we will achieve what we want to deliver over the plan period, taking into consideration the existing physical and social environment of the Borough, and how we intend to meet the Strategic Objectives. The Spatial Strategy sets out how Halton will change over the coming years; where change will happen, when it will happen and how it will be delivered.

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

- I. To achieve the Vision for Halton to 2037, new development should deliver:

- At least **8,050** (net) additional dwellings (2014-2037)
- Approximately **180 ha** (gross) of land for employment purposes
- About **9,293** sqm of town centre convenience/comparison goods retailing
- About **5,112** sqm of retail warehousing

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

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

a) Halebank and Ditton Corridor, Widnes

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

b) South Widnes

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

c) West Runcorn

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

d) East Runcorn

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

This specific Key Area of Change includes the Strategic Site encompassing Daresbury Science and Innovation Campus and Daresbury Park as allocated in Policy CS11 of the Core Strategy Local Plan.

e) North East Widnes

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

North West Widnes

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

³⁹ Halton Core Strategy, Section 3 www3.halton.gov.uk/Pages/planning/policyguidance/pdf/CoreStrategy.pdf

Widnes.

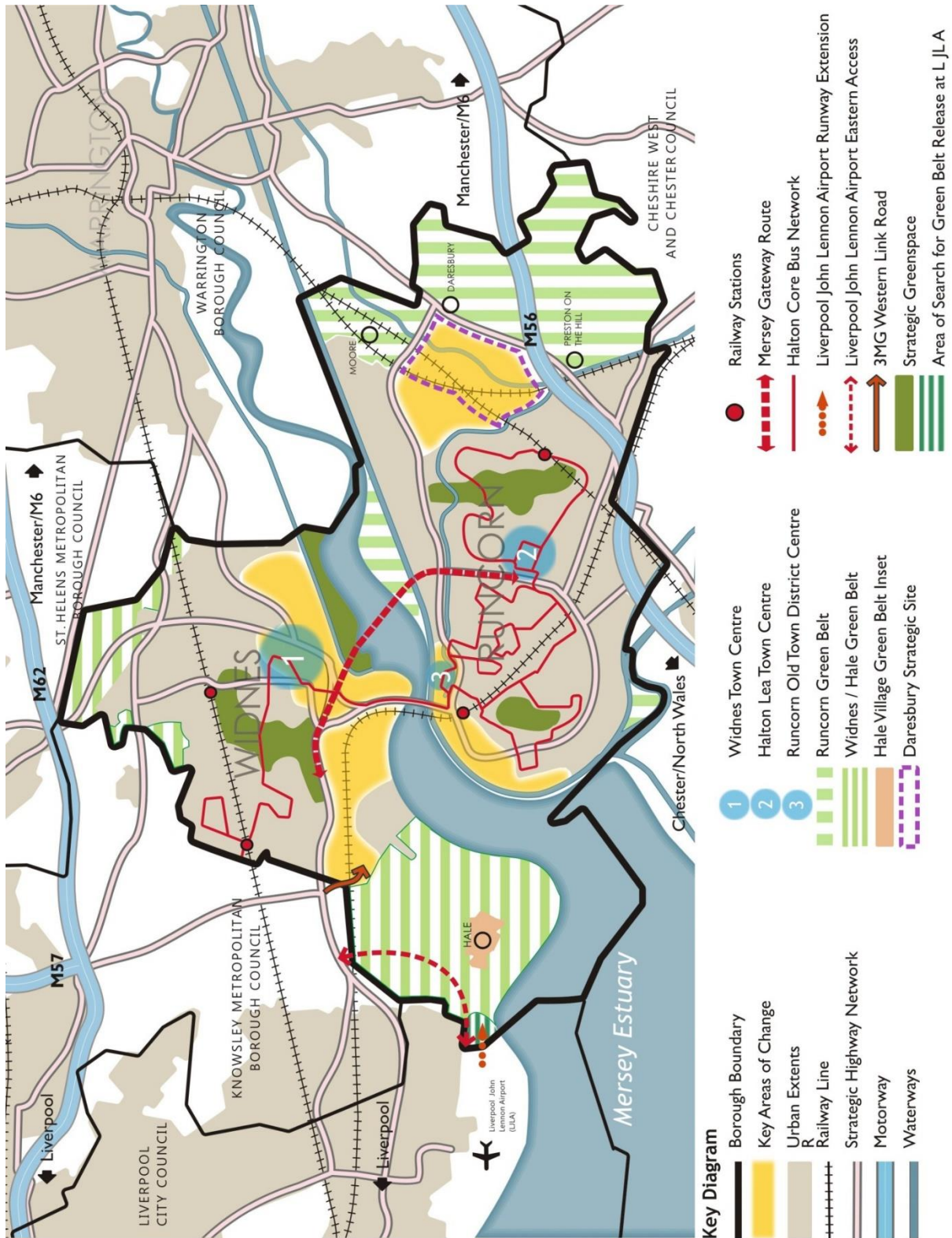
2. **Brownfield Focus (beneficial and efficient use of existing sites)**

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

Justification

- 7.6. 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.
- 7.7. Despite the priority to renew and improve the Borough's urban landscape through new development, it is apparent that not all future development can be delivered on brownfield land. Despite the Borough's strong record for bringing brownfield land back into use, much of the remaining previously developed land is highly constrained through contamination or other factors which affect development viability, reducing the amount of brownfield land which can realistically be brought back into beneficial use. At 2014, there were no further housing renewal programmes. 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.

Figure 6: Key Diagram



NPPF (2018) Compliance: The policy sets out an overall strategy for the pattern, scale and quality of development, making sufficient provision for housing, employment and retail development. The key diagram displays broad locations of development, this indication of sites will be sufficient for the delivery of the requirements sets out within the strategic policies.

CS2: Presumption In Favour Of Sustainable Development (Policy deleted)

[Strategic] CS(R)3: Housing Supply And Locational Priorities

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

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

1. During the period 2014 to 2037 provision will be made for the development of at least 8,050 (net) additional dwellings
 - a. At an average of 350 dwellings each year.
 - b. After 2037 provision for development will be identified in accordance with the most up to date housing needs 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. New homes will be delivered from a variety of sources:
 - i. Housing sites completed since 2014;
 - ii. Housing sites with planning permission, or currently under construction, for housing development;
 - iii. Strategic Residential Locations, as identified on the Policies Map,:
 - SRL1*: Delph Lane West, Daresbury, Runcorn (17ha) (295 dwellings)
 - SRL2*: Central Housing Area, Daresbury, Runcorn (15ha) (555 dwellings)
 - SRL3*: Wharford Farm, Runcorn (17ha) (300 dwellings)
 - SRL4: Sandymoor, Runcorn (42ha) (808 dwellings)
 - SRL5: Halton Lea, Runcorn (3ha) (84 dwellings)
 - SRL6: Moore, Runcorn (7ha) (166 dwellings)
 - SLR7: North East Widnes (30ha) (761 dwellings)
 - SLR8: North West Widnes (21ha) (440 dwellings)
 - SLR9: Halebank (25ha) (614 dwellings)
 - iv. Housing Allocations (identified in Policy RDI);
 - v. Mixed Use Allocations;
 - vi. Small sites; and
 - vii. Appropriate windfall development.

Maintaining a Five Year Supply

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

Brownfield Land

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

Density

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

Justification**Housing Market Area**

- 7.9. The Housing Market Area (HMA) is a geographical area in which the majority of people, who move, will move within. It also reflects the functional relationships between where people live and work. The Mid-Mersey Strategic Housing Market Assessment (SHMA) 2016⁴⁰ 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) 2017⁴¹.

Housing Needs Assessment / Objectively Assessed Need

- 7.10. The Mid-Mersey SHMA 2016 identifies an objectively assessed need for Halton of 466 homes each year. A SHMA takes into consideration trend based population and household projections, migration projections, market signals, affordable housing needs and affordability.
- 7.11. The Liverpool City Region SHELMA has updated some of the information and considerations of the Mid-Mersey SHMA. It sets out a demographic housing need of 254 dwellings based on the 2014 based Sub-National Population Projections, with an adjusted headship rate, to allow for a more positive household formation rate within specified age

⁴⁰ Mid-Mersey Strategic Housing Market Assessment (SHMA) 2016 (GL Hearn, 2016)

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

⁴¹ Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) (GL Hearn, 2017)

groups. It then goes on to consider the links between economic development and housing it suggests that there is an economic-led baseline housing requirement of 326 dwellings each year, this is based on Oxford Economics forecasts. The report then considers the potential economic growth scenario, this takes into account enhanced sector performance, planned and potential development and regeneration projects and assumes an increase in economic participation. The economic growth scenario would require a housing figure of 565 dwellings each year.

- 7.12. National Planning Policy requires housing figures to be derived from the nationally defined standard methodology. The identified housing OAN unless exceptional circumstances justify an alternative approach.⁴²
- 7.13. The standard housing methodology uses household growth projections over a 10 year period as its starting point, it then applies an uplift to account for affordability issues in order to derive an annual housing need figure for the Borough, and this is then applied to the whole Plan period.
- 7.14. The Government in September published draft proposals to inform the calculation of housing need to be based upon a 2014 baseline line and not the original 2016 baseline that was issued in July 2018 with the introduction of the standard methodology. An application of the national standard housing methodology using this approach would generate a housing need of 290 new dwellings per annum.
- 7.15. The standard housing methodology emphasises that the figure derived from the calculation is the minimum required for a local planning authority. A disadvantage however of this approach is that it does not take account of any increased employment growth which ultimately would lead to additional dwellings to house those employed in such jobs. Other evidence addresses point of housing need in relation to employment. Therefore this justifies increasing the housing figure above the minimum calculated above that of the standard housing methodology.
- 7.16. The proposed 350 dwellings a year meets previous delivery levels in Halton, from 2010/11 to 2017/2018 the Councils average net dwelling gain has been 388 dwellings per year⁴³. Evidence from the Liverpool City Region SHELMA and previous delivery trends provide a strong justification for an uplift above the minimum requirement set out within the standard methodology. Continuing with an evidenced past trend allows for growth within the Borough while not saturating the market with an oversupply of housing.

Mix of Housing

- 7.17. 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

- 7.18. 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

⁴² <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

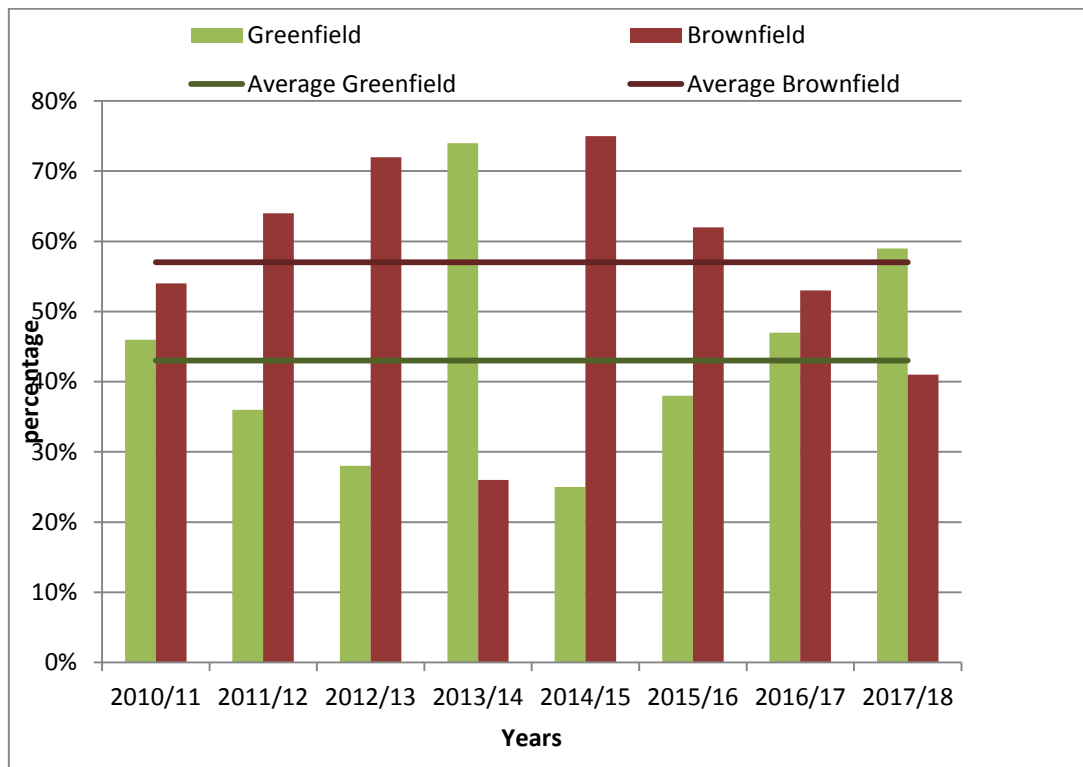
⁴³ HBC (2018) Authority Monitoring Report Housing

Market Area. The Liverpool City Region intend to continue to work together to monitor the delivery of these homes.

Brownfield Land

- 7.19. To support urban renewal within Halton, maximise the sustainable use of existing infrastructure and minimise the need to release Green Belt land, priority will be given to the development of previously developed land in accordance with the target and principles set out in Policy CS(R)1. Halton has long worked in partnership with others, including the Homes and Communities Agency (and its predecessors) to pioneer new and innovative ways of tackling the Borough's particular brownfield legacy.⁴⁴⁴⁵
- 7.20. The target of 40% of housing development to be delivered on previously developed (brownfield) land is retained from the Core Strategy and is below both the previous national minimum target and the proportion achieved in Halton over the period from 2010, as shown as in Figure 7.1. However, of the housing expected to come forward during the plan period or being promoted through the Halton Local Plan, a high proportion is on greenfield sites. As such setting a higher target for brownfield development would not be realistic or achievable. Net dwelling change and the performance in delivering on previous developed land will continue to be monitored annually and will influence the allocation of sites in later Local Plans.

Figure 7.1: Proportion of residential developed on brownfield land



- 7.21. The Brownfield Land Register provides up-to-date (reviewed annually) and consistent information on sites that the Borough considers appropriate for residential development.

⁴⁴ HCA (2010) Halton Local Brownfield Strategy

⁴⁵ Arup (2010) Greenfield: Brownfield Exchange Concept

Density

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

Maintaining a five year supply

- 7.24. 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.

NPPF (2018) Compliance: Policy CS(R)3 aids in delivering the Government's objective of significantly boosting the supply of homes. The policy determines the minimum number of houses needed through the standard housing methodology.

[Strategic] CS(R)4: Employment Land Supply

- 7.25. 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: DaresburySci Tech, Runcorn (20ha)
 - SEL2: 3MG, Widnes (57ha)
 - SEL3: Widnes Waterfront, Widnes (27ha)
 - iv. SEL4: West Runcorn / Inovyn, Runcorn (26ha) 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;
 - viii. Sites with planning permission, or sites that are currently under construction, for employment uses; and
 - ix. Other suitable sites.
2. In order to secure Halton's economic future sites in existing employment use, sites in Primarily Employment Areas and Employment Renewal Areas, and sites identified in this Local Plan as Strategic Employment Locations or Employment Allocations will be retained for employment uses unless an alternative use can be proven to be of greater benefit to the Borough than retaining the land for employment purposes.
 - a. Any proposals for non-employment uses should be accompanied by an examination of the wider employment land situation in the Borough, or in the case of strategic employment sites the City Region. Including:
 - i. Consideration of the overall supply of employment land in the Borough (amount type, quality, availability, size), and how the proposal would not limit the range available;
 - ii. The relative suitability and sustainability of the site for employment uses and evidence of the attempts made to let or sell the premises for a reasonable rate with no tenant or purchaser being found;

- iii. The relative suitability and sustainability of the site for the proposed alternate use;
- iv. The benefits and /or improvements that the 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.

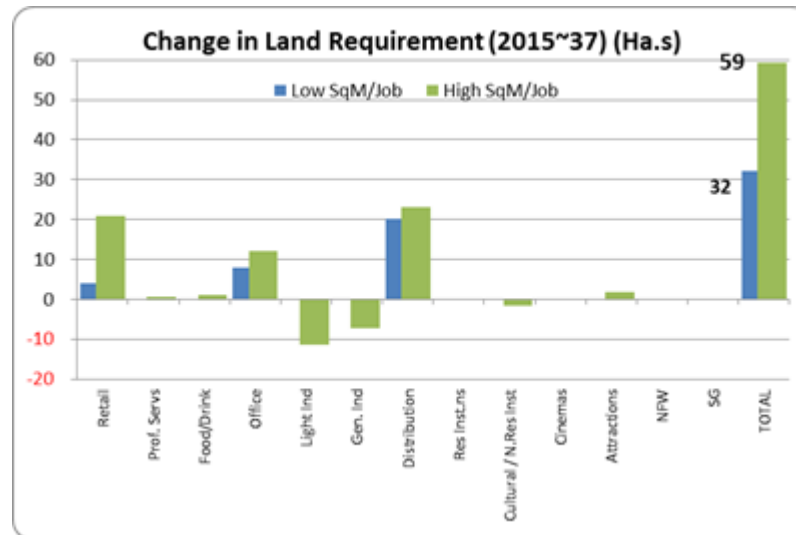
Justification

- 7.26. 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.
- 7.27. 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.
- 7.28. There are a variety of existing employment areas across the Borough which cater for the differing needs of Halton's businesses and industries. The employment areas are spread around the Borough and are accessible to the people they employ and to the customers they supply.

Liverpool City Region

- 7.29. The Liverpool City Region LEP is projecting⁴⁶ 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.
- 7.30. 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.
- 7.31. 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 A1 Retail, B1a Office and B8 Distribution use class sectors. The figure 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.

⁴⁶ The Liverpool City Region LEP Economic Outlook (July 2016)



- 7.32. The Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) sets out the level of employment land likely to be required within the City Region. It identifies a jobs growth of 58,900 in the baseline scenario or 134,100 jobs in the growth scenario. Using these figures the SHELMA sets out a (net) need for between 160.1 ha to 232.5 ha for B1 Uses, and 139.8 ha to 154.8 ha for B2 Uses across the Liverpool City Region. The SHELMA has also considered past (gross) take up rates, this identified a need for 235.7 ha of B1 Uses, 437.3 ha of B2 Uses and 118.2 ha of Small Scale B8 Uses across the City Region.
- 7.33. 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.
- 7.34. 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 strategy⁴⁷, 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.
- 7.35. 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.
- 7.36. 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

⁴⁷ Transport for the North, Northern Freight and Logistics Report (September 2016)
<http://www.transportforthenorth.com/wp-content/uploads/TfN-Freight-and-Logistics-Report.pdf>

boundaries and enhance existing facilities; the loss of employment uses within these areas would not be supported.

Daresbury Science and Innovations Campus, Runcorn

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.

STFC, Langtree Group and Halton Borough Council have formed a public-private joint venture at Daresbury Science and Innovation Campus to build on the presence of the established laboratory to deliver further development on the site as one of the world's principal locations for scientific research, innovative technology development and entrepreneurial collaboration. The joint venture between the public and private sectors is expected to bring a significant number of jobs to the area during its lifetime, attracting further domestic and international positive inward investment in world class scientific research and innovation.

3MG, Widnes

- 7.37. 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:

Phase 1 3MG (East) offering distribution space with bespoke multimodal logistics solutions. The site is operated by Stobart Group and currently provides 53,000sq.m of existing distribution and rail connected high bay warehousing. It has a fully operational intermodal terminal facility already handling over 120,000 TEU⁴⁸s per year.

Phase 2 3MG (West) has access to the West Coast Mainline, with a new link road and bridge providing dedicated access into the site from Speke Road and Knowsley Expressway. Part of the site at Newstead Road has outline planning permission to deliver 40,000sq.m of warehousing plus ancillary offices. Alstom Rail facility has recently established a state of art facility on this site.

Widnes Waterfront, Widnes

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

West Runcorn / Rocksavage International, Runcorn

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

⁴⁸ TEUs or 'Twenty Foot Equivalent Units', are a standardised measurement for containerised freight.

businesses, who bring significant corporate strength and expertise to any future partnership working and delivery.

NPPF (2018) Compliance: Policy 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.

[Strategic] CS(R)5: A Network Of Centres

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

Policy CS(R)5: Halton's Centres

1. The following hierarchy of centres will be maintained for retail and other main town centre uses (as defined in the NPPF) in order to provide access to a wide range of shops, employment and associated services for all sections of the community. 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	Widnes Halton Lea (including Runcorn Shopping City, Trident Retail Park, Asda and Lidl)	
District Centres	A focus for convenience, local and niche comparison and service retail and leisure uses	Runcorn Old Town	
Local Centres	Focus for local convenience and service retail and complementary community facilities.	Runcorn <ul style="list-style-type: none"> • Ascot Avenue • Beechwood • Brookvale • Castlefields • Grangeway • Greenway Road • Halton Brook • Halton Road • Halton Village • Langdale Road • Murdishaw • Palacefields • Picton Avenue • Preston Brook • Russell Road • Sandymoor • Sutton Park • Windmill Hill 	Widnes <ul style="list-style-type: none"> • Alexander Drive • Bechers • Cronton Lane • Farnworth • Halebank • Hale Road • Halton View Road • Hough Green • Liverpool Road • Moorfield Road • Queens Avenue • Upton Rocks • Warrington Road • West Bank Hale <ul style="list-style-type: none"> • Ivy Farm Court

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

b. Moore Village

Justification

- 7.41. 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.
- 7.42. Halton Lea was designed as part of Runcorn New Town to be a self-contained town centre for Runcorn. The main centre was one of the earliest covered shopping malls in the UK, arranged around a central square with malls leading to four peripheral multi-storey car parks, each with a link bridge providing pedestrian access to the residential areas beyond. Additional retail developments have been added at Trident Retail Park (late 1990s), providing large floorplate accommodation for retail and leisure uses directly linked to the main mall and a stand-alone Asda superstore. Halton Lea now comprises Runcorn Shopping City, Trident Retail Park, Asda, and development on Edwards Road.
- 7.43. The development of Runcorn Old Town District Centre followed the commercial and industrial growth of Runcorn on the south bank of the Mersey, arising from the development of the Bridgewater Canal in the 1770's, the mainline railway, and the Manchester Ship Canal in the latter half of the 19th century. However, the creation of Runcorn New Town, the development of the Shopping City at Halton Lea and the building of the busway that cut through the centre led to a decline in Runcorn Town Centre. The centre is currently part of a wider regeneration plan to revitalise both the Runcorn Station Quarter and Runcorn Old Town District Centre..
- 7.44. There is a network of local centres across the Borough that provide valuable local shopping and service provision. Shopping patterns have changed significantly over the years with people often now driving to local stores, sometimes as part of a linked trip, instead of walking. As such, centres not located on main roads or offering adequate parking are often put at a disadvantage. There are new Local Centres proposed at Daresbury, and Moore Village to support developments in these areas.
- 7.45. The Halton Retail Study (2017) identified the retail capacity for each of the three principal centres. The quantitative capacity for retail development is assessed based on the expenditure forecasts and the extent of trade retention within the catchment areas of each of the main centres. A constant market share approach has been adopted with capacity assessed for the forecast years 2019, 2024, 2029 and 2037 in both convenience and comparison goods (bulky and non-bulky). Table 9.1 below summarises the forecast capacity over the Plan Period, although the longer term forecasts should be treated with a degree of caution in view of the uncertainty in longer term economic forecasts.

Table 9.1 Retail Capacity Summary				
Centre	Floorspace Capacity (sq.m)			
	2019	2024	2029	2037
Convenience Goods				

Widnes	909	923	870	853
Shopping City	547	577	537	543
Runcorn	33	36	32	33
Non-Bulky Comparison Goods				
Widnes	802	1,278	2,305	4,206
Runcorn	1,244	1,583	2,263	3,551
Bulky Comparison Goods				
Widnes	1,211	1,481	2,062	2,994
Runcorn	963	1,132	1,473	2,118

7.46. 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 Shopping City over the Plan period.

7.47. The Study also does not consider that there is any overriding requirement to plan for an increase in non-bulky comparison goods floorspace within Shopping City 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.

NPPF (2018) Compliance: 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.

[Strategic] CS(R)6: Green Belt

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

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

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

Justification

- 7.49. The Merseyside Green Belt was approved in 1983. Its key purposes were to channel development into the existing urban areas and assist urban regeneration of the urban core. Since its creation, the Merseyside Green Belt has not been reviewed at a sub-regional level, although minor changes have been approved in the constituent local authorities' individual Local Plans).
- 7.50. The NPPF sets out the five purposes of the Green Belt these are:
- to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns merging into one another;
 - to assist in safeguarding the countryside from encroachment;
 - to preserve the setting and special character of historic towns; and
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 7.51. It goes on to state that 'Local Planning Authorities with Green Belts in their areas should establish Green Belt boundaries in their Local Plans'. The Green Belt in Halton has been very successful in containing the expansion of the urban areas and encouraging the re-use of brownfield land. However, the remaining supply of brownfield land is no longer sufficient to meet the development needs for Halton over the Plan period. This has led to the Council proposing the release of land from the Green Belt. The proposed Green Belt boundary for Halton is set out on the Policies Map, which accompanies this document.
- NPPF (2018) Compliance: 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.

[Strategic] CS7: Infrastructure Provision

Policy CS7: Infrastructure Provision

Development should be located to maximise the benefit of existing infrastructure and to minimise the need for new provision.

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 before development is begun or occupied. 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 Act⁴⁹ including where appropriate via a phased payment schedule.

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.

Applications for the provision of new infrastructure will be supported where they are required to help deliver national priorities and locally identified requirements and where their contribution to agreed objectives outweigh the potential for adverse impacts.

Justification

- 7.52. 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:
- transport infrastructure such as roads, railways, public transport, and cycling and walking routes;
 - physical and environmental infrastructure such as water supply and treatment, and energy supply;
 - green infrastructure such as public greenspaces;
 - social infrastructure including community services and facilities; and,
 - digital infrastructure such as internet access.
- 7.53. To ensure that the Borough's infrastructure needs are met, all new development should be located in the most sustainable locations, which are served by existing infrastructure therefore contributing to the achievement of the objectives of sustainable development. However, new development will make demands on existing infrastructure.
- 7.54. . 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.⁵⁰ 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 Plan⁵¹ accompanying the DALP outlines required

⁴⁹ Section 106 of the Town and Country Planning Act 1990

⁵⁰ The pooling of joint contributions is limited to planning obligations from no more than five developments in accordance with the Community Infrastructure Levy Regulations (Amendment) 2011

⁵¹ HBC (2011) Infrastructure Plan

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.

- 7.55. 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.

NPPF (2018) Compliance: Conforms to achieving sustainable development (Para 2) considers opportunities for existing or planned investment in infrastructure (Para 72, 102, 122). Significant development should be focused on locations which are or can be made sustainable (Para 102) Policies should support development that makes efficient use of land taking into account the availability and capacity of infrastructure and services – both existing and proposed, as well as the potential for further improvement and scope to promote sustainable travel modes.

CS8: 3MG (Policy deleted)

CS9: South Widnes (Policy deleted)

CS10: West Runcorn (Policy deleted)

CS11: East Runcorn (Policy deleted)

[Strategic] CS12: Housing Mix

- 7.56. The number of new homes to be provided is set out in CS1: Halton's Spatial Strategy and accompanying policy CS3: 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 CS13: 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.

Policy CS12: Housing Mix

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.

Proposals for new specialist housing for the elderly, including extra-care⁵² and supported accommodation, will be encouraged in suitable locations, particularly those providing easy access to local services and community facilities.

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 the delivery of homes which meet Lifetime Homes standards.

Justification

- 15.1 Evidence from the Mid-Mersey Strategic Housing Market Assessment 2016⁵³ (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 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) 2018⁵⁴ 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 skew the figures for detached and semi-detached sales higher.
- 7.57. 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.

⁵² Extra-care housing is defined in Halton's Housing Needs and Market Assessment Survey 2006 as housing which supports independent living and increases choice by providing older people with their own homes together with care and support that meets their individual needs.

⁵³ GL Hearn (2016) Mid Mersey Strategic Housing Market Assessment

⁵⁴ GL Hearn (2018) Strategic Housing and Employment Land Market Assessment

- 7.58. The need for extra care or supported housing in Halton is particularly pronounced because of low levels of existing provision. This level of need is anticipated to grow over the plan period given the Borough's ageing population. . . The Halton Housing Strategy indicates that there is a need to develop a wider range of housing options, including extra care and retirement housing across all tenures, to prevent over reliance on residential care⁵⁵.
- 7.59. 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.
- 7.60. ⁵⁶. 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.
- 7.61. The concept of Lifetime Homes⁵⁷ 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. 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. .

NPPF (2018) Compliance: Policy CS12 conforms to delivering the size, type and tenure of housing needed for different groups in the community (Para 61).

⁵⁵ HBC (2008) Halton Housing Strategy 2008-2011

⁵⁶ HBC Bed Vacancy Monitoring / HBC Residential & Nursing Care Home Commissioning Strategy (2009)

⁵⁷ Lifetime Homes - www.lifetimehomes.org.uk/

[Strategic] CS(R)13: Affordable Housing

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

Policy CS(R)13: Affordable Housing

1. The Council will expect all residential schemes including ten or more dwellings (net gain), or 0.33ha or more in size, to provide 25% of the total number of units as affordable housing units, in perpetuity, including not less than 10% (of the 25%)⁵⁸ being for affordable home ownership⁵⁹ (Shared Ownership or Starter Homes).

Affordable Homes

2. In relation to the provision of affordable homes the Council will:
 - a. 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.
 - b. Only reduce the affordable housing contribution where robust and credible evidence is provided to demonstrate that the affordable housing target would make the development unviable. This appraisal may then be reviewed by independent economic viability consultants. The applicant will be required to meet the full cost of this work.
 - c. Only accept off site provision or financial contributions in lieu of on-site provision in exceptional circumstances, where it can be proven to be that on site provision is unachievable or localised need does not necessitate affordable housing provision.

Starter Homes

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

Justification

- 7.63. 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 2018.

“Affordable housing . for sale or rent, for those whose need are not met be 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:

⁵⁸ As part of the overall affordable housing contribution from the site.

⁵⁹ NPPF 2019 Para 64.

Affordable housing for rent: 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 alternative affordable price for future 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.

Starter homes 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 households eligibility to purchase starter home to those with a particular maximum level of household income, those restrictions should be used.

Discounted market sales housing: 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.

Other affordable routes to home ownership: 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.

- 7.64. . . . The Liverpool City Region Housing & 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.
- 7.65. Taking into account the viability of residential development, the policy target for affordable housing contribution has been set at 25% of the total residential units, which will be applied to all qualifying residential developments, being those on sites capable of providing a net gain of 10 or more units or on 0.33 hectares or more. Affordable housing provision at a rate lower than the target range will only be acceptable where it is demonstrated through a financial appraisal that prevailing market conditions, abnormal physical on-site constraints resulting in extraordinary costs, or higher competing use value would render the development unviable when the affordable housing contribution is taken into account. This appraisal may then be reviewed by independent economic viability consultants. The applicant will be required to meet the full cost of this work. The Affordable Housing SPD has been prepared to detail the requirements of any viability appraisal and contains a suggested legal agreement for use where affordable units are to be delivered.
- 7.66. 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.
- 7.67. 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.

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

NPPF (2018) Compliance: Policy CS(R)13 complies with the NPPF (2018) through seeking at least a 10% requirement for affordable home ownership. The 10% affordable home ownership is in addition to the requirement to supply Starter Homes, intermediate and affordable rented tenures. This assists in delivering the housing needs of Halton.

[Strategic] CS(R)14: Meeting The Needs Of Gypsies, Travellers And Travelling Showpeople

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

Policy CS(R)14: Gypsy & Travellers

1. Provision will be made for 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 definition⁶⁰.
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 not located within the Green Belt.
 - j. The site is preferably on brownfield land.
 - k. The potential occupants are recognised as gypsies, travellers or travelling showpeople⁶¹.
 - l. The proposal helps meet the identified need.
4. The Council will continue to work with its partners to ensure appropriate provision for Gypsies, Travellers and Travelling Showpeople's accommodation needs.

⁶⁰

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf

⁶¹

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf

Justification

- 7.71. Gypsies and Travellers are defined by CLG in Planning Policy for Traveller Sites⁶² 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.”
- 7.72. Travelling Showpeople are defined by CLG in Planning Policy for Traveller Sites as “members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above”.
- 7.73. 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.

Status	Site/Yards	Pitches/ Plots
Private sites with permanent planning permission	1	6
Private sites with temporary planning permission	0	0
Public sites (Council and Registered Providers)	3	37
Public transit provision	1	12
Private transit provision	0	0
Tolerated sites	2	14
Unauthorised sites	0	0
Private Travelling Showpeople yards	0	0

- 7.74. 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) 2018⁶³ 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.
- 7.75. 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.
- 7.76. Planning Policy for Traveller Sites states that “Traveller sites (temporary or permanent) in the Green Belt are inappropriate development”.

⁶²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf

⁶³ Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSAA) 2014 (ORS, 2014) <http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/CheshireGTAAREport.pdf>

NPPF (2018) Compliance: 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.

CS(R)15: Sustainable Transport

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

Policy CS(R)15: Sustainable Transport

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

Justification

- 7.78. Increasing the proportion journeys made by sustainable modes including walking, cycling and public transport is an important priority for Halton. Advantages of using sustainable transport are many and varied, from reducing the number of private vehicles on the road and hence cutting congestion and exhaust emissions, whilst improving air quality, enabling healthy lifestyles through walking and cycling to access to key services and facilities.
- 7.79. 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.

NPPF (2018) Compliance: Policy CS(R)15 promotes sustainable transport both the NPPF and CS(R)15 seek the provision of high quality walking and cycling networks. New development is encouraged in areas where accessible sustainable modes of transport will be provided.

CS16: The Mersey Gateway Project (Policy Deleted)

[Strategic] CS(R)17: Expansion of Liverpool John Lennon Airport

- 7.80. Liverpool John Lennon Airport (LJLA) is located on the southern boundary of the local authority of Liverpool City Council adjacent to Halton Borough Council's western boundary. During 2017, the Airport consulted on an update of its Masterplan⁶⁴ establishing 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"⁶⁵

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

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

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

3. The proposed extension to the runway at LJLA should incorporate localised screening and structural landscaping to the northern and eastern boundary to minimise any visual impacts

⁶⁴ <https://www.liverpoolairport.com/media/2957/liverpool-john-lennon-airport-master-plan-to-2050.pdf>

⁶⁵ DfT (2003) The Future of Air Transport

on Hale Village and Speke, and must not adversely affect the operational integrity or safety of the airport. All boundary treatments should be compliant with policy.

Justification

- 7.81. Liverpool John Lennon Airport (LJLA) is one of the UK's longest established operational Airports having been officially opened on 1st July 1933. The Airport is part of The Peel Group. LJLA is a significant driver of prosperity in the Liverpool City Region and the North West as a whole, bringing an estimated £250 million per annum in GVA and supporting 6000 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. . . .
- 7.82. The draft Policies Map defines the operational area of the Airport within Halton Borough, which is removed from the Green Belt to help facilitate the longstanding aspiration to accommodate a runway extension and the Civil Aviation Authority requirements concerning runway end safety zones. Within this area, only development associated with the safe operation of the extended runway, and associated aircraft safety requirements or environmental improvements to the adjoining Speke Garston Nature Reserve will be supported,
- 7.83. Matters relating to development within LJLA's public safety Zone will be dealt with in accordance with national and local policy and guidance including the Government Circular: Control of Development in Airport Public Safety Zones⁶⁶ and the Planning for Risk SPD. The basic policy objective for the PSZ is that there should be no increase in the number of people living, working or congregating in the zone.

NPPF (2018) Compliance:

⁶⁶ Department for Transport (Dft) (2010) Circular 01/2010: Control of Development in airport Public Safety Zones

[Strategic] CS18: High Quality Design

- 7.84. 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.

Policy CS18: High Quality Design

Achieving and raising the quality of design is a priority for all development in Halton. All development design should be consistent with the following design principles and in particular respond positively to the context and identity of Halton, including waterfront areas, the historic and natural environment and the identified Key Areas of Change.

Development proposals, where applicable, will be expected to:

- provide attractive and well designed residential, commercial and industrial developments appropriate to their setting;
- enhance and reinforce positive elements of an area's character contributing to a 'sense of place', including the incorporation of public art where appropriate;
- 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;
- be flexible and adaptable to respond to future social, technological, economic and health needs of the Borough;
- promote safe and secure environments through the inclusion of measures to address crime, fear of crime and anti-social behaviour;
- create public spaces which are attractive, promote active lifestyles and work effectively for all members of society;
- incorporate appropriate landscape schemes into development designs, integrating local habitats and biodiversity;
- provide safe, secure and accessible routes for all members of society, with particular emphasis on walking, cycling and public transport;
- be well integrated and connected with existing development; and,
- be designed sustainably with future management and maintenance in mind.

Justification

- 7.85. 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 Assessment⁶⁷.
- 7.86. 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 and Communities Agency (HCA) and English Heritage, alongside national standards for instance the 'Lifetime Homes' criteria, to ensure that housing designs are

⁶⁷ TEP (2009) Halton Landscape Character Assessment

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.

- 7.87. 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 including the Site Allocations and Development Management Local Plan and appropriate SPDs. Area specific policies within Local Plans and SPDs will also provide design guidance to ensure that positive elements of an area’s character are enhanced and reinforced.

NPPF (2018) Compliance: Policy CS18 conforms to the NPPF achieving well-designed places by achieving and raising the quality of design in Halton as a priority for all development. The creation of high quality buildings and places (Para 124) of the NPPF and policy CS18 include the creation of a sense of place (Para 127). High quality design also includes conforming to the enhancement and contribution to the natural and local environment (Para 170).

[Strategic] CS19: Sustainable Development And Climate Change

- 7.88. 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 baseline⁶⁸. There are also UK targets to generate 15% of electricity from renewable sources by 2020⁶⁹ and an objective to deliver zero carbon and sustainable developments that are adaptable to changing climatic conditions.

Policy CS19: 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 (CO₂) emissions and adapting to climatic conditions. The following principles will be used to guide future development:

- Consider the guidance as laid out within Building for Life 12 and any subsequent document, in order to ensure development is sustainable and appropriate to the location. 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 see 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.
- Development should incorporate appropriate climate change resilience and carbon management measures, including passive design features, water efficiency and conservation measures, and the management of surface water run-off.
- Reductions in CO₂ 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.
- Minimum carbon reduction targets will remain in line with the successful implementation of the revisions to Part L of the contemporary Building Regulations⁷⁰, however, development will be expected to seek to improve CO₂ emissions savings above the Building Regulations baseline.
- Development proposals should maximise, where appropriate, the use of available local opportunities for district heating, particularly in association with the Key Areas of Change and Energy Priority Zones.
- 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.
- 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

⁶⁸ HM Gov (2008) Climate Change Act

⁶⁹ HM Gov (2009) UK Renewable Energy Strategy

⁷⁰ CLG (2010) Circular 06/2010: New Approved Documents for F, J and L Guidance Documents

- 7.89. 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 to sustainable development incorporating climate change resilience and carbon management measures.
- 7.90. 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 buildings⁷¹. 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.
- 7.91. . . 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.
- 7.92. To support the new Building Regulations and to ensure the planning system contributes to reducing carbon emissions, development is expected to show how improvements to CO₂ emission savings can be made over the contemporary Building Regulations (Part L) baseline⁷² with a focus on reducing the demand for energy as a first priority and then utilising renewable and low carbon energy. Where minimum standards cannot be exceeded, developers should provide evidence that all options have been investigated and that further CO₂ emissions savings are not feasible and / or viable.
- 7.93. 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 Study⁷³ (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.
- 7.94. 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

⁷¹ 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.

⁷² Including and future revisions to Part L: CLG (2010) Circular 06/2010: New Approved Documents for F, J and L and Guidance Documents

⁷³ ARUP (2010) Liverpool City Region Renewable Energy Capacity Study

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 Halton⁷⁴. As a result the Council will support the development of Energy Priority Zones for district heating particularly within the Borough's Key Areas of Change and encourage future proposals to connect to such networks.

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

NPPF (2018) Compliance: 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.

[Strategic] CS20: Natural And Historic Environment

- 7.96. 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 CS20: 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:

- A hierarchical approach will be given to the protection, nature conservation and enhancement of biodiversity and geodiversity including:
 1. Sites of international importance including the Mersey Estuary Special Protection Area (SPA) and 'Ramsar' site;
 2. Sites of national importance including Sites of Special Scientific Interest (SSSI) namely; The Mersey Estuary, Flood Brook Clough and Red Brow Cutting; and,
 3. Sites of local importance including Local Nature Reserves (LNRs), Local Geological Sites, Local Wildlife Sites, Ancient Woodland, and habitats and species identified in Halton's Biodiversity Action Plan (BAP).
- 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.
- The Borough's heritage assets, including Listed Buildings, Conservation Areas,

⁷⁴ As detailed in the Liverpool City Region Renewable Energy Capacity Study (Arup, 2010)

Areas of Archaeological interest, Scheduled Monuments and other buildings and structures of local architectural or historical interest will be conserved and enhanced for the wider enjoyment. Special regard will be had to heritage assets and their setting.

- The strength of landscape character and condition as informed through the Halton Landscape Character Assessment will be conserved and enhanced.
- 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, particularly in association with local communities.
- 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.

Justification

- 7.97. 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
- 7.98. 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.
- 7.99. 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 include 47 Local Wildlife Sites and ten 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)⁷⁵.
- 7.100. 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).
- 7.101. Heritage assets are defined buildings, monuments, sites, places, areas or landscapes identified as having a significance meriting consideration in planning because of its heritage asset⁷⁶. It is important to conserve and enhance these assets as they contribute to Halton's sense of identity.
- 7.102. 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),

⁷⁵ HBC (2003) Halton Biodiversity Action Plan

⁷⁶ MHCLG (2018) National Planning Policy Framework

Church of St Marys (Grade II), the Duck decoy pond and the, are considered to be 'at risk'⁷⁷ 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 or enhancing its character or appearance.

- 7.103. 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.
- 7.104. 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 Assessment⁷⁸. 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.

NPPF (2018) Compliance: Policy CS20 conforms to NPPF (Para171) by setting out a hierarchy of international, national and locally designated assets. The natural and local environment should also contribute to and enhance the natural and local environment (Para 170) which is required in both the NPPF and CS20.

⁷⁷ Historic England (2018) Buildings at Risk Register

⁷⁸ TEP (2009) Halton Landscape Character Assessment

[Strategic] CS21: Green Infrastructure

- 7.105. 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.

Policy CS21: Green Infrastructure

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:

- 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.
- Resisting the loss of green infrastructure where there are identified deficiencies in provision.
- 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.
- Improving accessibility, where appropriate, to the green infrastructure network particularly where this encourages walking and cycling.
- Maximising the contribution of Halton's green infrastructure to broader sustainability objectives including health, climate change adaptation, and maintaining and improving biodiversity.
- 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.
- Using developer contributions to facilitate improvements to the quality, connectivity and multifunctionality of the Borough's green infrastructure network.
- 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.

Justification

- 7.106. For the purposes of Halton's Local Plan, green infrastructure is defined as:
- Parks and Gardens – including parks and regional parks
 - Amenity Green Space – including informal recreation spaces, greenspaces in and around housing

- Outdoor Sports Facilities – including formal playing fields, golf courses and other outdoor sports areas
 - Natural and Semi-Natural Greenspaces – including woodlands, scrub, grassland, heath or moor, wetlands, open and running water and bare rock habitats
 - Green Corridors – including rivers and canal banks, road and rail corridors, cycling routes, pedestrian paths, and rights of way
 - Other – including agricultural land, allotments, community gardens, cemeteries and churchyards
- 7.107. 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 benefits⁷⁹. 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.
- 7.108. 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.
- 7.109. Clear priorities for the protection, enhancement and, where appropriate, the expansion of green infrastructure will be set out through masterplanning 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 Framework⁸⁰. Such studies will be particularly important within the Key Areas of Change and where it can be used to minimise and mitigate the negative impacts of development.
- 7.110. 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 Study⁸¹ 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

⁷⁹ Natural England (2009) Green Infrastructure Guidance

⁸⁰ MEAS (2011) Liverpool City Region Ecological Framework

⁸¹ HBC (2019) Open Space Update

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. .

Table 10: Halton Borough Council Standards of Provision for Greenspace/ Green Infrastructure⁸²

Category	Standard (ha per 1,000 population)
Allotments and Community Gardens	0.09
Amenity Greenspace	1.00
Natural and Semi-Natural Open Space	2.75
Outdoor Sports Facilities	2.75
Parks and Gardens	1.25
Provision for Children and Young People	0.20
Formal Playing Fields	0.95

- 7.111. 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 Assessment⁸³ 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. Impacts on neighbouring authorities' European sites, including the Sefton Coast Special Area of Conservation (SAC) and the Sefton section of the Ribble and Alt Estuaries SPA and Ramsar Site, will also be managed through the Council working in partnership with neighbouring authorities on appropriate Management Plans⁸⁴.
- 7.112. 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 Core Strategy 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.

NPPF (2018) Compliance: 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 loss of facilities. CS21 protects and enhances valued landscapes (Para 170) along with protecting and enhancing biodiversity and geodiversity (174-181).

⁸² HBC (2019) Open Space Update

⁸³ Scott Wilson (2011) Halton Core Strategy Habitats Regulation Assessment – Appropriate Assessment

⁸⁴ LCR (2018) Visitor Management Strategy

[Strategic] CS22: Health And Well-Being

- 7.113. 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.

Policy CS22: Health and Well-Being

Healthy environments will be supported and healthy lifestyles encouraged across the Borough by ensuring:

- 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;
- 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
- the proliferation of Hot Food Take-Away outlets (Use Class A5) is managed; and,
- opportunities to widen the Borough's cultural, sport, recreation and leisure offer are supported.

Justification

- 7.114. When compared with other areas in England, Halton is within the worst 10% of areas for life expectancy⁸⁵ and ranks 27th out of 326 Local Authorities (1 = most deprived) in terms of health deprivation⁸⁶. As referred to in Halton's Story of Place, the Lancaster University Health Study⁸⁷ 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, respiratory disease, cardiovascular disease, cancers, alcohol abuse, depression and mental illness, and smoking related diseases.
- 7.115. 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 Assessment⁸⁸, and the "One Halton Health and Wellbeing Strategy"⁸⁹, 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.
- 7.116. 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

⁸⁵ ONS (2011-2013) Life Expectancy at Birth

⁸⁶ CLG (2015) The English Indices of Deprivation

⁸⁷ Lancaster University (2003) Understanding Factors Affecting Health in Halton

⁸⁸ Public Health Evidence and Intelligence Halton and St Helens NHS (2017) Halton Joint Strategic Needs Assessment

⁸⁹ One Halton Health and Wellbeing Strategy (2017-2022)

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.

- 7.117. 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 developments⁹⁰ will be required.
- 7.118. 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 (CS5: A Network of Centres). The prevalence of uses such as these can influence eating habits and has been linked to the risk of obesity⁹¹. 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%)⁹². A Hot Food Takeaway SPD has been developed to set out specific criteria for the assessment of proposals for new hot food takeaways (Use Class A5) to ensure that possible adverse effects caused by an over-abundance of hot food takeaways are minimised.
- 7.119. 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.

NPPF (2018) Compliance: CS22 conforms to NPPF through seeking safe and accessible developments (Para 91) and provides access to a network of high quality open spaces and opportunities for sport and physical activity in order to assist with the health and well-being of communities.

⁹⁰ 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.

⁹¹ Government Office for Science (2010) Tackling Obesity: Future Choices – Project Report 2nd Edition

⁹² 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)

[Strategic] CS23: Managing Pollution and Risk

NOT PART OF THE CURRENT CONSULTATION

Policy CS23 will appear here in the final Local Plan.

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.

- 7.120. Halton is affected by risk to its population, environment and buildings from a variety of sources from both within and outside of the Borough. 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. Today, industrial processes in the Borough are carefully controlled through environmental legislation and permits to ensure that pollution is managed. In addition to these statutory processes it is important that the mechanisms available through planning processes are also used to minimise the effects of pollution on health and the environment.
- 7.121. In addition to the effects of pollution, there are parts of the Borough affected by high levels of risk from hazardous installations because of the nature of the industrial processes or activities taking place. The Borough is also subject to risks associated with both tidal and fluvial flooding from the Mersey Estuary and the rivers, brooks and waterways which run through the Borough.

Policy CS23: Managing Pollution and Risk

a) Pollution

To control development which may give rise to pollution:

- Development proposals should not exacerbate and where possible, should minimise, all forms of emissions and odour, water, noise and light pollution.
- Proposals for development within or close to identified Air Quality Management Areas (AQMAs) in the Borough should have specific regard to how the exceedance in air pollutants can be addressed and how the impact on receptors can be reduced.
- Prior to development on potentially contaminated land or unstable land, sites should be investigated to ascertain the extent of any contamination and possible risks to future uses. Development will only be permitted where the land has, or will be made suitable for the proposed use. Where it is not possible to achieve the full remediation of a site, the Council may seek soft-end or green uses.

b) Reducing Risk from Hazards

To prevent and minimise the risk from potential accidents at hazardous installations and facilities, the following principles will apply:

- Minimisation of risk to public safety and property wherever practicable.
- Controlling inappropriate development within identified areas of risk surrounding existing hazardous installations or facilities, to ensure that the maximum level of acceptable individual risk does not exceed 10 chances per million and that the population exposed to risk is not increased.

- Ensuring that any proposals for new or expanded hazardous installations are carefully considered in terms of environmental, social and economic factors.

c) Managing Flood Risk

Development should not exacerbate existing levels of flood risk nor place residents or property at risk from inundation from flood waters. This will be achieved by:

- Directing development to areas where the use is compatible with the predicted level of flood risk, both at present and taking into consideration the likely effects of climate change.
- Using Halton's Strategic Flood Risk Assessment to inform the application of the sequential approach/test and exception test in accordance with national planning policy.
- Requiring site-specific Flood Risk Assessments for proposals in areas at risk from flooding as identified in the Halton SFRA.
- Supporting proposals for sustainable flood risk management (e.g. defence / alleviation work) so long as they do not have a detrimental impact on the landscape of the Borough.

Justification

- 7.122. New development should minimise all forms of pollution, manage actual or potential conflicts between sources of risk and surrounding land uses, with the safety of wider communities and the protection of the environment of paramount importance throughout.
- 7.123. In 2009, air pollutants were found to be in exceedance of acceptable levels in two separate locations in Widnes Town Centre. Nitrogen Dioxide (NO₂) levels at the junctions of Milton Road/Gerrard Street and Deacon Road/Albert Road in the Town Centre were found to be above objective levels⁹³, with the source of the exceedance found to be emissions from road traffic. In accordance with legislation, DEFRA requires that Air Quality Management Areas (AQMAs) are designated at such locations in order to lower the level of NO₂ to within appropriate levels, and on 23rd February 2011, AQMAs were designated for the above locations in Widnes Town Centre⁹⁴. In order to address the issues in the AQMA's, an Air Quality Action Plan will be drawn up which will propose a range of measures which can contribute to reducing levels of pollution. Any specific measures arising from the Air Quality Action Plan which require an input from Planning will be addressed in a relevant Development Plan document.
- 7.124. While the Borough has had some major successes in recent years with remediation and re-use of contaminated land, there remain some parts of the Borough which have proven to be too contaminated to develop and too costly to remediate. In these instances, green or soft-end uses will be sought to ensure that land can be used beneficially and does not cause issues of blight to surrounding land uses. Adjacent to the Mersey Estuary, particularly in Widnes, there is a clustering of areas of contamination given the concentration of heavy industry in this area in the 19th Century. In 2008 it was estimated that there are approximately 400 hectares of contaminated land in the Borough⁹⁵. In 2010, a Local

⁹³ Objective levels are the level of concentrations of major air pollutants which should not be exceeded, due to the likely impact on human health (DEFRA).

⁹⁴ HBC (2011) Air Quality Management Areas Orders 1 and 2
<http://www3.halton.gov.uk/environmentandplanning/pollution/pollutioncontrolairquality/>

⁹⁵ HBC (2008) Contaminated Land Strategy 2008-2013

Brownfield Strategy⁹⁶ was produced for Halton, in partnership with the Homes and Communities Agency. This strategy assessed the current deliverability of 26 known priority brownfield sites in the Borough to new beneficial uses, and identifies opportunities for the public sector to accelerate this process. The findings echo local knowledge and the Contaminated Land Strategy that there are significant challenges to bringing previously used land back into use in the Borough. Given the predominance of contaminated land close to the Mersey, it will be particularly necessary for developments within the Key Areas of Change at 3MG, West Runcorn and South Widnes to address contamination issues. The Mersey Gateway Project will also have a key role to play in bringing contaminated sites back into beneficial use.

- 7.125. Much of Widnes is underlain by coalfields which have the potential to create ground stability issues to new and existing development. The Coal Authority has designated a 'Coal Mining Development Referral Area'⁹⁷ which covers most of Widnes, where potential land stability and other safety risks associated with former coal mining activities are likely to be greatest. They include, for example, recorded mine entries and areas of former surface mining. For all development proposals which fall within Halton's Coal Mining Referral Area, the Council will apply the Coal Authority's standing advice and refer relevant applications to them in accordance with their risk based approach to development management.
- 7.126. Given the nature of the historic and current industrial sector in Halton, the Borough is home to a number of hazardous installations identified under the 'Control of Major Accident Hazards' (Planning) Regulations 1999 (and its amendments) (known as COMAH). Advice on the nature and severity of the risk presented by operations at specific sites is provided by the Health and Safety Executive (HSE) and the Council is required to consult the Health and Safety Executive on any application for a hazardous installation or within the designated consultation zone surrounding COMAH sites. Ultimately, it is for the Council to make decisions on planning applications, taking into account the advice of the HSE along with any wider social and economic benefits which may outweigh any adverse impacts. In addition to the COMAH sites, the Borough contains a number of major pipelines carrying hazardous chemicals through the Borough.
- 7.127. The Council proposes to continue to use a risk-based approach to managing the risk arising from hazardous installations in the Borough. A risk based approach looks at the likelihood of an event actually happening which is in contrast to a hazard based approach which looks at the consequences of an accident event happening. The level of acceptable risk should not exceed 10 chances in a million (cpm) individual risk of death and this level is used to assess whether the effect of a development proposal is significant in affecting individual accidental risk. This uses the same approach to assessing the risk arising from hazardous installations as for airports and is a methodology that Halton Borough Council has developed in partnership with the HSE over many years. Further background to Halton's approach to risk and guidance on the approach to development applications relating to hazardous installations is provided through the Planning for Risk SPD⁹⁸.
- 7.128. As discussed in policy CS17: Liverpool John Lennon Airport, the operation of the airport presents a risk to Halton and a Public Safety Zone (PSZ) has been established by the Civil Aviation Authority which reflects the area most affected by the movements of aircraft. Currently this extends over a small area of the Borough, but in accordance with the runway extension proposals the PSZ may be extended accordingly to reflect the larger area of risk

⁹⁶ Drivers Jonas Deloitte for HCA (2010) Local Brownfield Strategy for Halton

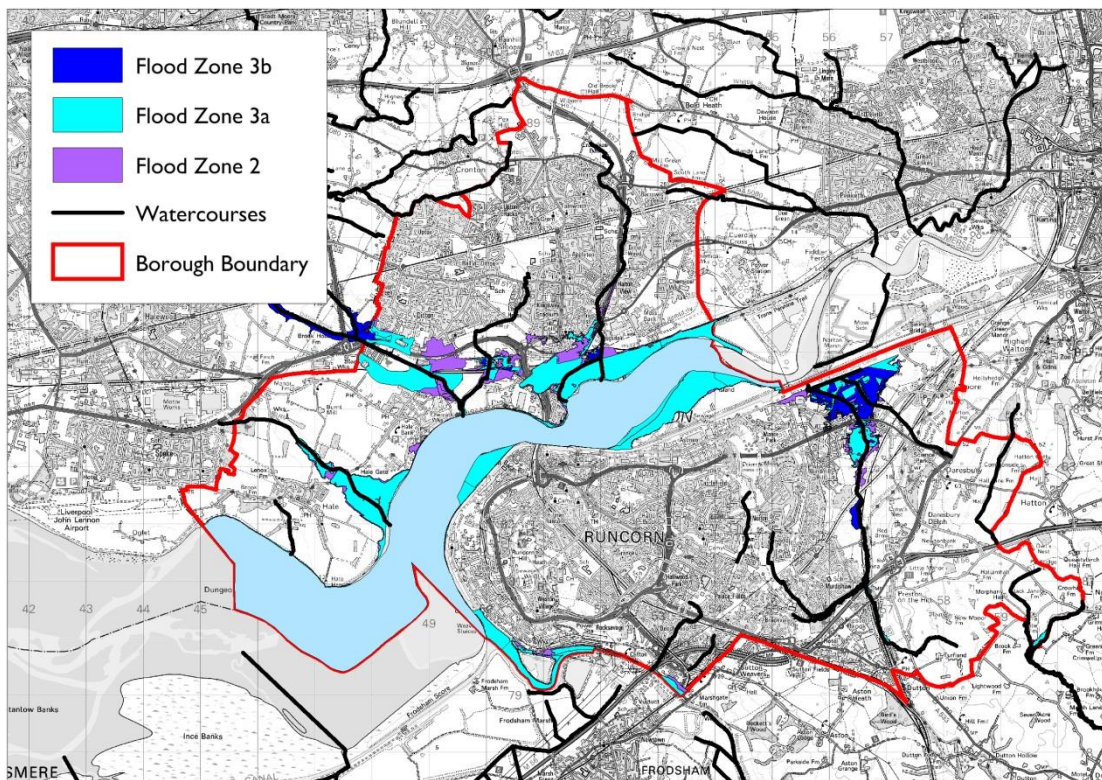
⁹⁷ The Coal Authority (2010) Halton Coal Mining Referral Area
www.coal.decc.gov.uk/assets/coal/whatwedo/halton_referral.pdf

⁹⁸ HBC (2009) Planning for Risk Supplementary Planning Document

associated with the airport, in accordance with detail to be included in the Delivery and Allocations Local Plan.

- 7.129. The Halton Strategic Flood Risk Assessment (SFRA) Level 1 was endorsed by the Environment Agency and finalised in 2007⁹⁹. This indicates where there are flood risk issues in the Borough and provides a detailed and robust assessment of its extent and nature. A Level 2 SFRA has been produced in 2011¹⁰⁰ and provides a key source of information to ensure that future development does not take place in areas known to be at risk of flooding, or increase the risk of flooding elsewhere. Any development application in an area at risk from flooding will need to be supported by a site level Flood Risk Assessment which should build upon information in the SFRA.
- 7.130. The SFRA Level 2 concentrates on the key locations at a medium or high risk of flood risk as identified in the SFRA Level 1. These areas are Ditton Brook (Widnes), Bowers Brook (Widnes) and Keckwick Brook (Runcorn). The Study also covers the risk of a breach of the Manchester Ship Canal and of tidal flooding from the Mersey Estuary which includes modelling of the likely effects of sea level rise on the incidence and ferocity of a flood event. The Environment Agency have approved the assessment and as such, Flood risk mapping from Halton's SFRA Level 2 is included below to illustrate the areas at risk from flooding in the Borough.

Figure 15: SFRA Level 2 Flood Risk Areas (2011)



NPPF (2018) Compliance: CS23 conforms broadly to the NPPF, it controls the management of flood risk, avoiding increased vulnerability (Para 150). The policy adapts a sequential, risk based approach as directed by the NPPF (Para 157)

Policy CS23 reduces risks from hazards taking in to account development that could have likely effects on health and living conditions (Para 180).

⁹⁹ HBC (2007) Strategic Flood Risk Assessment – Level 1

¹⁰⁰ JBA Consulting (2011) Halton Strategic Flood Risk Assessment – Level 2

[Strategic] CS24: Waste

NOT PART OF THE CURRENT CONSULTATION

Policy CS34 will appear here in the final Local Plan,

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.

- 7.131. The Council's aim for sustainable waste management is that an adequate range of waste management facilities will be provided to ensure that waste generated in Halton is treated and disposed of in a sustainable and environmentally acceptable way, balancing the economic, social and environmental needs of the Borough. A large proportion of Halton's current waste goes to landfill¹⁰¹. The move away from landfill disposal towards more sustainable means of dealing with waste, through promotion of waste management and recycling, brings a requirement to develop the range of facilities required to meet the Borough's needs.

Policy CS24: Waste

The Council will promote sustainable waste management in accordance with the waste hierarchy, to:

- identify and safeguard (where appropriate) waste management sites in appropriate locations suitable for new and enhanced waste management facilities for the identified waste management needs of the Liverpool City Region (Merseyside and Halton). The allocation of sites and detailed development management policies will be provided in the Joint Merseyside and Halton Waste Local Plan;
- ensure that the Borough can meet the identified waste management needs as determined through the Joint Merseyside and Halton Waste Local Plan or equivalent;
- encourage good design in new development in order to minimise waste, promote the use of recycled materials and, to facilitate the collection and recycling of waste;
- encourage the sustainable transport of waste and promote use of site specific waste management plans; and,
- ensure that waste management facilities are developed whilst minimising the impacts on the environment and communities of the Borough.

Justification

- 7.132. European legislation, government targets, increased waste generation, the need for improved environmental protection, and rising public expectations all drive the need for rapid changes in our approach to managing waste. In particular, the Liverpool City Region (Merseyside and Halton) needs to reduce its reliance on landfill by providing alternative facilities for recycling, reprocessing, treatment and disposal. It will be necessary therefore

¹⁰¹ HBC (2011) State of the Borough in Halton

to promote all forms of waste reduction ensuring that Halton's residents are aware of their responsibility for minimising waste.

- 7.133. The Joint Merseyside and Halton Waste Local Plan (Joint Waste Local Plan) provides policy guidance for waste and allocates sites to deliver waste capacity requirements. The Spatial Strategy for waste in the sub-region is a resource recovery-led strategy which aims to maximise the ability to achieve self-sufficiency in waste management. Halton's approach to implementing the principles of sustainable waste management for all waste streams takes into account all of the sustainable waste management principles and will ensure that all facilities are developed in line with the principles of the waste hierarchy.
- 7.134. This approach is in accordance with Halton's Municipal Waste Management Strategy¹⁰² and recognises the importance of the sub-regional apportionment of waste and through the Joint Waste Local Plan will provide alternative facilities for recycling, reprocessing, treatment and disposal of Halton's waste.

NPPF (2018) Compliance: No change (Waste Technical Paper)

[Strategic] CS25: Minerals

- 7.135. 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 CS25: 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 proposals map identifies areas of minerals resources and sets out the criteria for their potential extraction.

Oil and Gas

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

Exploration stage

- The proposal is sited in the least sensitive location from which the target formation can be accessed;
- The proposal is either directly accessible from, or located in close proximity to the primary route network;
- The proposal is sited, designed and operated to minimise environmental amenity impacts;
- The cumulative impacts of the proposal, considered in combination with any other plan,

¹⁰² HBC (2008) Municipal Waste Management Strategy for Halton

project or programme are acceptable;

- It can be demonstrated that there will be no adverse impact on the integrity or the geological structure;
- It can be demonstrated that greenhouse gases associated with fugitive emissions from the proposal will not lead to unacceptable adverse environmental impacts;
- Operations are for an agreed, temporary length of time;
- The well site and associated infrastructure are restored at the earliest practical opportunity.

Appraisal Stage

- 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.
- Where any gas is collected it is utilised rather than flared.

Production stage

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.

The Council (Minerals Authority) will also require a community benefit package and no existing facilities could be used for the exploitation of the target information.

Justification

- 7.136. 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.
- 7.137. 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 Borough¹⁰³. The Urban Vision Study on Mineral Planning in Merseyside¹⁰⁴ 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 Proposals 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.
- 7.138. 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

¹⁰³ 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)

¹⁰⁴ Urban Vision (2008) Mineral Planning in Merseyside

need for minerals extraction and should be pursued in accordance with CS19: Sustainable Development and Climate Change.

- 7.139. 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 provision¹⁰⁵, 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.
- 7.140. 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.
- 7.141. 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.¹⁰⁶
- 7.142. 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).
- 7.143. 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 use¹⁰⁷. The applicant is encouraged to request a scoping opinion form the Council (Minerals Planning Authority to determine the level of detail required).

Phases of development

- 7.144. 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.

Exploration

- 7.145. 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.

¹⁰⁵ CLG (2009) The National and Regional Guidelines for Aggregates Provision in England 2005-2020

¹⁰⁶ Sensitive receptors include: residential areas, designated wildlife sites, proximity to protected landscapes, and the proximity to water and gas distribution network.

¹⁰⁷ Town and Country Planning (Environmental Impact Assessment) Regulations 2017

- 7.146. 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.
- 7.147. NPPG¹⁰⁸ 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.

Appraisal

- 7.148. 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.
- 7.149. During the appraisal stage sufficient volumes of captured gas should be distributed to the grid rather than flaring.
- 7.150. 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.

Production

- 7.151. 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 demonstrating that extraction, transportation and reclamation can be undertaken and the potential risk from hazards can be kept to acceptable levels.
- 7.152. 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.
- 7.153. 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.

NPPF (2018) Compliance: CS25 conforms to NPPF (Para 204) the policy takes account of the use of secondary and recycled materials and minerals before extracting primary materials. Mineral

¹⁰⁸ MHCLG (July 2013) Planning practice guidance for onshore oil and gas

safeguarding areas are identified and protected in order to prevent sterilisation of resources. However, the policy does lack any reference to the production and maintenance of an annual Local Aggregate Assessment use to forecast future demand of minerals. (Para 207)

[Strategic] CS26: Unallocated Land In Urban Areas

- 7.154. 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 CS26: Unallocated Land in Urban Areas

On land not coloured on the proposals 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

- 7.155. 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.

Part 2: Delivery and Allocations

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

8. ECONOMIC DEVELOPMENT

[Non-strategic] ED1: 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.

Policy ED1: Employment Allocations

1. 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 (Sci-Tech Daresbury Enterprise Zone)

Ref	Site	Status	Brownfield/ Greenfield	Size (Ha)	Uses
	SCI-TECH DARESBUY				
E4	Daresbury Sci Tech		Greenfield	3.97	B1
E5	Land between rail line, Bridgewater Canal and Keckwick Lane		Brownfield	1.97	B1
E6	Land between rail line, Bridgewater Canal and Delph Lane		Greenfield	0.5	B1
E10	Land between rail line, Bridgewater Canal and Keckwick Lane		Greenfield	1.21	B1
E11	Land between Delph Lane and Sci Tech Daresbury		Greenfield	2.27	B1

Table E2.2: Runcorn

Ref	Site	Status	Brownfield/ Greenfield	Size (Ha)	Uses
E3	Land between Rail line and Expressway off Runcorn		Brownfield	2.00	B1, B2, B8

E7	Land between The Office Village, Daresbury Park	Outline	Greenfield	19.18	B1
E8	Land adjacent to the Office Village	Outline	Greenfield	1.92	B1
E9	Land between Daresbury Park and Bridgewater Canal	Outline	Greenfield	7.72	B1
E12	Land to north of Manor Farm Road		Greenfield	1.11	B1, B2, B8
E13	Land between Astmoor Road and the busway (West)		Greenfield	1.20	B1, B2, B8
E14	Land west of Edison Rd and between Astmoor Rd		Greenfield	0.47	B1, B2, B8
E15	Land east of Edison Rd between Astmoor Road		Greenfield	0.37	B1, B2, B8
E16	Land to the south of Rivington Road		Brownfield	1.62	B1, B2, B8
E17	Land between Chester Road and the Rail Line		Greenfield	2.64	B1, B2, B8
E18	Land to the north of Teva Pharamaceuticals		Brownfield	2.31	B1, B2, B8
E19	Land between Warrington Rd and Oxmoor Wood		Greenfield	2.57	B2, B8
E20	Land off Blackheath Lane		Greenfield	4.47	B2, B8
E24	Land north of Six Acre Lane		Greenfield	10.83	B1, B2, B8
E25	Moss Lane Nursery		Greenfield	9.26	B1, B2, B8
E28	Land off Six Acre Lane		Greenfield	5.72	B1, B2, B8
E29	Land west of Moore Meadows		Greenfield	2.14	B1, B2, B8
E30	Land at junction 12 M56		Greenfield	1.34	B1, B2, B8

Table E2.3: Widnes and Hale

Ref	Site	Status	Brownfield/ Greenfield	Size (Ha)	Uses
E1	Shell Green, land to the east of Gorsey Lane	Widnes	Brownfield	3.24	B2, B8
E2	Land to the south of Dans Road	Widnes	Greenfield	3.80	B2, B8
E21	St Michaels	Widnes	Brownfield	20.20	B2, B8
E22	Land north of Ditton	Widnes	Greenfield	9.70	B1, B2, B8

	Junction				
E23	HBC Field	Widens	Greenfield	6.16	B2
E26	Foundry Lane	Widnes	Brownfield	24.61	B1, B2, B8
E27	Tesco Distribution Centre	Widnes	Brownfield	1.94	B1, B2, B8
E31	Gorse Point	Widnes	Brownfield	16.03	B1, B2, B8

Justification

- 8.2. Sustainable economic prosperity will depend on building on existing strengths, seizing new opportunities and helping businesses to grow locally. As such the Council considers it important to promote economic diversity within the local and sub-regional economy and ensure that there is sufficient flexibility to enable emerging growth sectors to prosper.
- 8.3. The locational benefits enjoyed by the authority associated with rail links, waterway, ports and the Airport alongside are recognised. Whilst the Borough is also well placed economically with a strong business base in a number of sectors, including Bioscience and Medical devices; Advanced Manufacturing; Chemicals and Pharmaceuticals; Logistics; and the Service Sector.
- 8.4. Sites were identified as potential allocations following the undertaking of a Site Assessment process. The methodology for the assessments and the proformas produced as part of the assessment are set out in the Site Assessment Report. This included an assessment of the suitability, availability, deliverability and sustainability of these sites, by considering the physical constraints on the site, the accessibility and connectivity amongst other information.

NPPF (2018) Compliance: ED1 recognises the specific locational requirements of the employment sector by making provision for various sectors in suitably accessible locations.

[Non-strategic] ED2: Employment Development

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

Policy ED2: Employment Development

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

Marketing of the land/property will be required to indicate that there is no demand for the land/property in its existing use.

Details if the current occupation of the buildings, and where this function would be relocated, will also be required.

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:

- 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.
- The land/premises has been marketed for an appropriate period of time which will usually be for 12 months.
- 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.

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.

Justification

- 8.6. 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.
- 8.7. There is a need to manage existing employment land and buildings within Halton. Upgrading employment land will provide an opportunity to improve the stock of employment premises in the Borough. Indeed improving the quality of the existing stock of the industrial and business estates is desirable if Halton is to be an attractive location for a diverse range of successful businesses and employers.
- 8.8. 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.

NPPF (2018) Compliance: The policy complies with the NPPF by supporting economic growth and productivity through allowing businesses to invest, expand and adapt, driving innovation forward.

[Non-strategic] ED3: Complementary Services and Facilities within Employment Areas

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

Policy ED3: Complementary Services and Facilities within Employment Areas

1. Within Primarily Employment Areas, Strategic Employment Locations, 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.
2. Where appropriate, residential development that forms an integral part of a mixed use development will be permitted within a Primarily Employment Area if it is located in or adjacent to a town or district centre.

Justification

- 8.10. 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 net¹⁰⁹), 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.
- 8.11. 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.
- NPPF (2018) Compliance: The policy complies with the NPPF by allowing flexibility to accommodate additional complementary development, assisting in creating new and flexible working practices.

¹⁰⁹ Consistent with provisions of the Sunday Trading Act 1994

9. RESIDENTIAL DEVELOPMENT

[Non-strategic] RD1: 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 RD1: Residential Development Allocations

- For the avoidance of doubt, the housing sites allocated in this plan are not granted Permission in Principle.
- Strategic Residential Locations, as identified on the Policies Map, will assist in the delivery of the requirements set out in Policy CS(R)3.
 -
- The following sites, as detailed on the Policies Map, are allocated for residential development purposes to deliver the requirements set out in Policy CS(R)3.

Runcorn

Ref	Site	Greenfield / Brownfield ¹¹⁰	Site Size	Potential Capacity	Notes
D1	Land between Chester Road and Chester Road, Daresbury	Greenfield	4.49	57	
M8	Land to the east of Runcorn Road, Moore	Greenfield	0.73	20	
P1	E-Scape, Preston-on-the-Hill	Greenfield	4.91	100	
P2	Land between Chester Rd and M56 at Preston-on-the-Hill	Greenfield	6.99	147	
R1	Land at Gaunts Way	Greenfield	0.23	6	SRL5
R2	Land to the east of Kestrel's Way	Greenfield	1.61	43	SRL5
R5	Land north of Beechwood Ave., east of Wood Lane	Greenfield	1.09	29	
R6	Land adjacent to Weston Crescent	Greenfield	0.28	8	
R7	Former Showroom for The Deck	PDL	0.54	15	Extant permission
R8	Remainder of The Deck	PDL	0.44	12	

¹¹⁰ Brownfield or Previously Developed Land (PDL) as defined in Annex 2, National Planning Policy Framework

R10	Land off Bridge Street and busway	PDL	1.02	37	
R11	Land to the rear of Pure Gym	PDL	0.15	6	
R12	Former Riverside College	Mixed	4.01	120	Site has permission for 120 dwellings
R14	Land to south of Percival Lane	PDL	0.16	16	Site has permission for 16 dwellings
R15	Former Polar Ford and surrounds	PDL	1.14	31	
R17	Picow Farm Road Playing Fields	Mixed	1.92	62	Site has permission for 62 dwellings
R20	Paramount Foods and Surrounds	PDL	3.71	89	Permission on part of the site for 53 dwellings
R21	Land to the rear of the Red Admiral	Greenfield	2.51	60	
R22	Land off Birch Road	Greenfield	0.78	21	
R24	Land to the west of Grangeway	Greenfield	0.5	14	
R25	Thorn Road Garages	PDL	0.2	6	
R26	St Chads High School Playing Fields	Greenfield	3.44	83	
R28	Land off Coronation Road	Greenfield	1.65	45	
R29	Land to the south of Walsingham Drive	Greenfield	20.15	423	SRL4
R30	Land between Keckwick Brook and WCML	Greenfield	13.97	205	SRL4 Permission for 205 dwellings
R31	Sandymoor 17A	Greenfield	0.69	18	SRL4
R32, R34, R40, R41	Central Housing Area (East)	Greenfield		255	SRL2*
R33, R35, R36	Delph Lane West	Greenfield		295	SRL1*
R37	Land to the east of Village Street	Greenfield	4.37	104	SRL4
R38, R39, R67	Wharford Farm	Greenfield	17.48	300	SRL3*
R43	Land north of Chester Rd and east of Monks Way	Greenfield	2.38	34	
R44	Highways Agency Depot	PDL	0.88	24	
R45	Land adjacent to Castle Road (Panorama Hotel)	PDL	0.22	13	

R46	Land to the north of Brookvale Avenue North	Greenfield	0.75	20	
R47	Adj. to Woodfalls Farm	Mixed	0.36	11	
R48	Land Adj. to Woodfalls Farm	Greenfield	0.23	7	
R49	Land surrounding Hanover Court	Greenfield	1.08	15	
R50	The Lord Taverners & land adjacent	Mixed	1.3	20	
R51	Castle View House (former DofE)	PDL	1.53	41	SRL5
R52	Land off Southland Mews	Mixed	0.42	15	
R54	Land off Astmoor Bridge Lane	Greenfield	0.19	6	
R55	Former Express Dairies Site, Sewell St / Perry St	PDL	0.54	15	
R56	Land to north of Manor Farm Road	Mixed	0.53	18	
R57	Land at The Heath Business and Technical Park	Mixed	4.26	53	
R58	The Heath, Heath Road South (Site D)	Mixed	1.74	47	
R59	89 High Street	PDL	0.06	13	
R60	Paddock adjacent to 38 Clifton Road	Greenfield	0.38	11	
R61	Land to the south of Old Quay Street and Mason St	PDL	1.46	39	
R62	Former Gym and Surrey Street Garage	PDL	0.38	15	
R63	Victoria House Holloway	PDL	0.47	28	
R65	Former South Bank Pub	PDL	0.1	5	
R66	Former Egerton Library and Rathbone Institute	PDL	0.65	23	
R68	Former Jolly Brewer, The Ridgeway	PDL	0.44	18	
R69/ 463	Former Job Centre and La Scala ¹¹¹	PDL	0.92	40	
R70	The Pavilions	Brownfield	4.93	66	
R71	Land south of Beechwood Ave. & north of M56	Greenfield	1.08	29	
R72	Land to the north of Towers Lane	Greenfield	0.39	12	
R73	Land between Daresbury Expressway and Manor Park Ave	Greenfield	0.86	23	
R74	Land between the expressway and the Bridgewater Canal	Greenfield	7.57	159	
R77	The Former Dray Public House	PDL	0.24	7	

¹¹¹ Site R69 Allocated for potential Mixed Uses (including Residential) in Policy HC2 (Ref.463)

R78	Land to the south of Stockham Lane	Greenfield	1.18	32	
R80	Land Off Eagles Way (Incl. the Raven), Hallwood Park	Mixed	1.81	48	SRL5
R81	Land south of hospital	Greenfield	2.57	61	SRL5
R82	Land East Of Castlefields Area	Greenfield	1.62	45	
R83	Heath Road South / Highlands Road	Greenfield	4.86	116	
R84	Land between The Office Village, Daresbury Park and Bridgewater Canal	Greenfield	19.1		

* SRL1, SRL2 and SLR3 were allocated in the Core Strategy Local Plan (2013)

They are not subject to review in this Local Plan and their details are only included for completeness.

Widnes and Hale						
Ref	Site	Greenfield / Brownfield ¹¹²	Site Size	Potential Capacity	Notes	
H1	Land adjacent to 1 Church End, Hale Village	Greenfield	0.45	12		
W1	BPI Widnes Films	PDL	4.35	104		
W2	Former Eternit site, Derby Road	PDL	5.23	116		
W4	Chapel Lane to Old Upton Lane	Greenfield	14.51	305	SRL8	
W5	Sandy Lane to Queensbury Way	Greenfield	6.47	135	SRL8	
W9	Land at Mill Green Farm	Greenfield	22.69	476	SRL7	
W10	South Lane	Greenfield	1.64	35	SRL7	
W11	Boundary Farm and Abbey Farm, South Lane	Greenfield	13.45	282	SRL7	
W17	Land east of The Eight Towers Public House	Greenfield	0.73	20		
W24	West of Hale Gate Rd	Greenfield	28.09	590	SRL9	
W28	Broseley House	PDL	0.33	13		
W30	Opposite Beaconsfield Surgery Site	PDL	0.4	16		
W31	Greenoaks Farm Industrial Estate, Warrington Road	PDL	0.33	58		
W32	Land At Terrace Road (RMC House), West Bank	PDL	0.51	92		
W34	Widnes Timber Centre, Foundry Lane	PDL	0.97	26		
W35	Cornerhouse Lane Site	Greenfield	0.58	17		
W37	Cherry Sutton Site	PDL	0.19	11		
W38	Land to the rear of Appleton Village Pharmacy	PDL	0.29	9		
W39	The Albert Hotel, 160 Albert Road	PDL	0.05	6		
W40	Watkinson Way Loop	PDL	0.96	25	SRL7	
W42	Land off Vine Street	Greenfield	0.06	5		
W43	Land adjacent to the Foundry		0.39	15		
W44	Land Adjacent to 20 Rock Lane	Greenfield	0.42	10		
W45	Parcels on Halebank Road	Mixed	2.27	54	SRL9	
W47	Land to the rear of Harrison Street Pumping Station	Brownfield	5.82	122		
W48	Lunts Heath Road (East)	Greenfield	18.18	382		

Justification

- 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.

¹¹² Brownfield or Previously Developed Land (PDL) as defined in Annex 2, National Planning Policy Framework

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

Housing Land Supply

		Halton
A	Housing Requirement (2014~37)	8050
B	Completions April 2014 March 2018 (net)	2044
C	No. of dwellings (net) on sites under construction (at 31/03/18)	834 ¹¹³
D	No. of dwellings (net) on sites with Planning Permission (at 31/03/17)	1,505
E	10% non-delivery supplement to the existing planning permissions	150
F	Total dwellings needing to be Allocated (A-B-C-D+E)	6,847

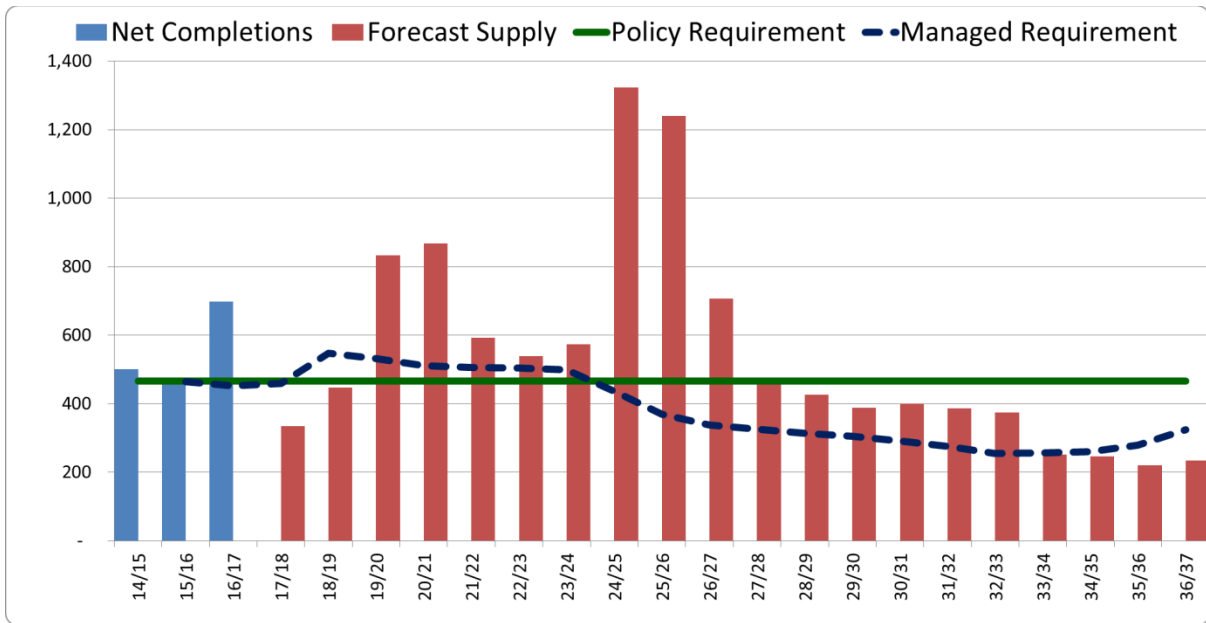
- 9.5. Housing land monitoring since 2000 shows that a total of 206 sites with an individual capacity of less than 5 units have delivered a total of 356 units, an annual average of 22 units per annum. This suggest that sites with a capacity of less than five dwellings could accommodate 440 dwellings over the remaining Local Plan period to 2037.

Housing Trajectory

- 9.6. The figure below shows the potential housing trajectory across the full plan period. This shows the net completions to date, the forecast potential deliverable supply for each year together with a 'managed requirement' projection. The 'managed requirement' is the annualised policy requirement adjusted to reflect whether supply is projected to be ahead or behind the objectively assessed need (OAN) policy requirement. It shows the 'effective' annual supply required each year to the end of the policy period for the supply to equal the OAN requirement.

¹¹³ 178 dwellings removed from this total, as The Deck is part constructed, with 178 dwellings remaining with planning permission, however, it is now intended to allocate the remainder of this site for an alternate density of residential development

Figure 17.1; Housing Trajectory



Monitoring

9.7. The Council accepts that there could be circumstances where development may not come forward entirely as anticipated. Therefore, the Local Plan has an in-built mechanism to monitor performance through the Authority Monitoring Report produced annually using performance indicators. Generally, the outcome of the monitoring process will inform whether specific intervention actions should be pursued. If these actions fail to address under performance then other complementary plans and strategies should be reviewed.

NPPF (2018) Compliance: 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.

[Non-strategic] RD2: Gypsy & Travellers (Allocations)

- 9.8. The provision of permanent residential pitches will address the long term residential needs of Gypsies and Traveller 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.

Policy RD2: Gypsy and Traveller Sites Allocations

1. The following sites will be allocated for Gypsies and Travellers Pitches to deliver the GTAA requirements of 10 pitches and between 2017 and 2032.

Table RD2.1: Permanent Gypsy and Traveller Site Allocations

Ref	Site	Status	Pitches	Transit	Private / Council
GT5	Warrington Road (extension)	Allocation	12	0	Council
GT6	Windmill Street, Runcorn	Residential Consent	6	0	Private
GT7	Bigfield Lodge, Runcorn	Residential Consent	8	0	Private

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

Table RD2.2: Gypsy and Traveller Sites in Runcorn

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

Table RD2. 3: Gypsy and Traveller Sites in Widnes and Hale

Ref	Site	Status	Permanent	Transit	Private / 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 substantial evidence that the intended occupiers meet the relevant definition set out in national policy, demonstrating that their livelihood is solely or primarily reliant on nomadic travelling to sustain it (for example, comprehensive

business records, bank statements, tax returns etc.).

Justification

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.

NPPF (2018) Compliance: 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.

[Non-strategic] RD3: Dwelling Alterations, Extensions, Conversions and Replacement Dwellings

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

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

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

Conversion

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

Replacement Dwellings

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

Change of Use

4. The conversion of buildings from non-residential to residential use will be supported

- where they meet all of the above criteria (1. a-h) and where it is demonstrated that:
- a. The building is of a permanent and substantial construction capable of being converted; and that
 - b. It will provide a satisfactory residential environment.

Justification

- 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.
- 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 CS18GR1, 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.
- 9.15. Further information and detailed design guidance specifically in relation to householder applications can be found in the House Extensions Supplementary Planning Document.
- 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.
- NPPF (2018) Compliance: The policy encourages the reuse of previously developed land, making the most effective use of land.

[Strategic] RD4: Greenspace Provision for Residential Development

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

Policy RD4: Greenspace Provision for Residential Development

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

Table RD4.1: Greenspace for Residential Developments Standards

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

2. The greenspace provided should:
- Be easily accessible from all dwellings within the development;
 - Form an integral part of the layout of the development;
 - Be of a high standard, where the siting, orientation, size and layout make for a secure and usable space; and
 - Incorporate any natural features of the site, where appropriate.
3. Where greenspace is provided on-site the developer will be expected to provide an appropriate long term management scheme and to fund the maintenance of the open space through a service charge payable by the homeowners/ residents of the site.
4. Off-site provision or financial contributions will only be agreed where it can be demonstrated that there is no practical alternative. The provision of greenspace off site can be made either in kind or through financial contributions. If the developer provides enough greenspace to meet the full requirement on site or in kind then no financial contribution is required.
5. Standards for Outdoor Sports Facilities and Playing Pitches will be set out in the latest Playing Pitch Strategy, and will be taken into consideration when assessing development

proposals for sport and recreation facilities. Developer contributions for Outdoor Sports Facilities and Playing Pitches will be informed by the most up to date Playing Pitch Strategy.

Justification

- 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.
- 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:
- i. Flats and maisonettes;
 - ii. Additional dwellings gained through the redevelopment of an existing housing area;
 - iii. Conversion of existing buildings;
 - iv. Independent dwellings for students or the elderly;
 - v. Permanent permissions for mobile homes; and
 - vi. Permanent permissions for Gypsy and Traveller sites.
- 9.20. Residential development that will not require open space contributions are defined as:
- i. Replacement of existing dwellings on a one for one basis;
 - ii. Extensions and annexes within the curtilage of a main property for a dependent relative;
 - iii. Temporary permissions for mobile homes; and
 - iv. Temporary permissions for Gypsy and Traveller sites.
- 9.21. Open space calculations are made in scale with the proposed development and based upon the anticipated population of that development. It is therefore necessary to find out the total number of people generated by the proposal. In order to be consistent, the following population assumptions are used for different sized dwellings:
- i. 1 Bedroom Dwelling – 2 people
 - ii. 2 Bedroom Dwelling – 3 people
 - iii. 3 Bedroom Dwelling – 4 people
 - iv. 4+ Bedroom Dwelling – 5 people
 - v. Gypsy & Traveller Pitch – 3 people
 - vi. Travelling Showpeople Plot – 3 people
- 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.
- 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, this will be expected to be funded by the residents/ home owners of site in perpetuity, for example through a service charge.
- 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.

NPPF (2018) Compliance: 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.

[Non-strategic] RD5: Specialist Housing

- 9.29. A compassionate, strong and sustainable community responds to the needs of all residents, including those who are considered to be most vulnerable. Vulnerability can be a temporary or permanent condition or state, and the needs of older people and vulnerable people should be addressed in a number of ways, depending on individual circumstances. It is also recognised that services which provide community care have changed significantly over the past decade, with an increasing number of residents now receiving intensive support in their own home.
- 9.30. It is important therefore that the local residents of Halton have access to housing that meets their specific needs. This may include specialist residential accommodation, comprising extra care and supported accommodation, as well as residential facilities for mental health, learning disabilities, dementia, physical and sensory impairment, and drugs and alcohol dependency.

Policy RD5: Specialist Housing

1. The internal environment of all new dwellings must be high quality and flexible to meet the changing needs of residents. To achieve this all new dwellings should provide convenient, useable and effective room layouts.
2. Residential developments of more than 50 dwellings will be encouraged to include bungalows and / or adaptable housing within their schemes.
3. Where there is evidence of an identified unmet need in the local area and the location is appropriate in terms of access to facilities, services and public transport, large scale major residential developments¹¹⁴ should incorporate specially designed housing or specialist accommodation to meet the needs of older people and people with support needs.
4. Development proposals for specialist residential accommodation, including new build and extensions, will be considered acceptable where each of the following criteria are addressed and it is demonstrated to the satisfaction of the Council that:
 - i. there is a clearly identified need in Halton; and
 - ii. there is no existing capacity; and
 - iii. it will not lead to an over concentration of similar uses that would be detrimental to the character of a residential area, residential amenity or will impact on the capacity of public services e.g. health and social care; and
 - iv. it is accessible to public transport, shops, services, community facilities, public open space and social networks appropriate to the needs of the intended occupiers; and
 - v. reasonable private open space is provided; and
 - vi. parking arrangements are compliant with policy C2: Parking Standards and reflect the needs of residents, with adequate space also available for staff parking and servicing; and where the development provides for those who may have mobility impairments,
 - vii. the site provides for level access and wheelchair accessibility or adaptability; additionally consideration will also be given to:
 - viii. proximity and access to health and social care facilities;

¹¹⁴ 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.

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

Justification

- 9.31. For homes to be sustainable, they need to be capable of adaptation to meet the changing lifestyle needs of residents during different stages of their life, including families with young children through to older people, as well as those with temporary or permanent disabilities.
- 9.32. Households do not always want, nor are they always able, to move home as their circumstances change. New dwellings should be flexible over the lifetime of the building, for example providing the flexibility and potential for rooms in a home to be used in a variety of ways without altering the building fabric. In addition, flexibly designed homes that have space to respond to occupiers changing physical and social requirements over their lifetimes can have the knock-on benefit of creating more balanced and stable neighbourhoods.
- 9.33. Increasingly, social care policy now seeks to enhance the level of support available for older people, the vulnerable and those with disabilities, allowing them to remain in their own homes or live as independently as possible, rather than in residential care homes. It is the Council's policy to focus on promoting improvements to the existing facilities, as well as to support increased care within people's homes.
- 9.34. Specific forms of housing may also be needed to meet increased demand from an ageing population. The National Planning Policy Framework defines older people as "People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs." .
- 9.35. Bungalows are often identified as well suited to meeting the needs of older people and retirement communities could be encouraged.
- 9.36. Specialist residential accommodation includes the following uses:
 - i. Sheltered housing - commonly self-contained homes with a manager or warden provided on site but with no, or limited on-site care and support (usually within Use Class C3);
 - ii. Enhanced Sheltered Housing - commonly self-contained homes with a manager or warden provided on site, at least one meal provided each day and potential additional shared facilities.
 - iii. Residential care homes - non-self-contained bedsit rooms with shared lounges and eating arrangements with on-site residential care (within Use Class C2);
 - iv. Nursing homes - accommodating ill or frail elderly people in non-self-contained bedsit rooms with on-site nursing care and support (Use Class C2);

- v. Extra-care homes - commonly a mix of non-self-contained bedsit rooms and self-contained homes providing independent living alongside on site care and support (usually a mix of Use Class C2 and C3);
 - vi. Supported Living - Shared homes occupied by no more than 6 people with an element of on-site care and support (usually in Use Class C3);
 - vii. Residential colleges and training centres (e.g. student housing) (usually in Use Class C2); and
 - viii. Hostels for a number of households or individuals. The occupiers are usually linked in terms of circumstances or age group. There is usually a common management regime and some shared facilities and an element of care and support on site.
- 9.37. The need for extra care or supported housing in Halton is particularly pronounced because of low levels of existing provision. This level of need is anticipated to grow over the plan period given the Borough's ageing population. The Halton Housing Strategy indicates that there is a need to increase the supply of housing for older people and vulnerable people.
- 9.38. Sites should be well located in order to provide good access to public transport, health, leisure and other facilities.
- 9.39. The Council will actively seek to discourage an overprovision of residential care homes that exceed identified local demand.
- 9.40. The National Planning Policy Framework defines people with a disability as those who "have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs".
- 9.41. Any proposal for specialist accommodation must demonstrate that the new development reflects the local character and meets the specific requirements of prospective inhabitants. The needs of prospective inhabitants should be set out in the submitted planning application. Design, access and location in relation to services and facilities are of particular importance, but the weight to be accorded to each criterion will depend upon the precise nature of the proposals.
- NPPF (2018) Compliance: The policy complies with delivering a sufficient supply of homes and addresses identified need of specialist housing for the Borough, due to an increasing ageing population.

[Non-strategic] RD6: Primarily Residential Areas

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

Policy RD6: Primarily Residential Areas

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

Justification

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

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

NPPF (2018) Compliance: The policy whilst encouraging growth and supporting the Government's supply of homes also allows for the creation of high quality buildings and places.

[Strategic] RD7: Custom and Self Build Housing

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

Policy RD7: Custom and Self Build Housing

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

Justification

- 9.46. The Council recognises the benefits in Custom and Self Build housing including supporting a more resilient supply of housing from a diversity of sources.
- 9.47. For the purposes of planning policy, Custom and Self Build dwellings share the same definition and the terms are used interchangeably. **Custom and Self Build dwellings are homes that have been built by:**
- i. *Individuals,*
 - ii. *associations of individuals, or*

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

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

- 9.48. 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.
- 9.49. Where Self Build plots are not proposed to be serviced for sale, the Council will need to be satisfied that legal access and servicing will be possible for potential plot purchasers, before planning permission is granted.
- 9.50. 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)

NPPF (2018) Compliance: The policy supports the Government's objective of significantly boosting the supply of homes, whilst also creating an opportunity for people wishing to commission or build their own homes.

10. CONNECTIVITY

[Part strategic] C1: Transport Network and Accessibility

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

Policy C1: Transport Network and Accessibility

Walking and Cycling

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

The walking and cycling network is taken to include but not be limited to: the Greenway Network; The Bridgewater Way; Mersey Way; Mersey Timberland Trail, The Trans-Pennine Trail, the Cycle Network and Public Rights of Way.

2. The Council will normally support development provided that:
 - a. It gives priority to walking, cycling and public transport within its design;
 - b. The internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users;
 - c. It provides convenient access for walking and cycling to local facilities, key destinations and sustainable networks;
 - d. Promotes the use of Ultra Low Emission Vehicles (ULEV)
 - 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 design encourages safe driving practices, and that traffic management and traffic calming schemes are incorporated, where appropriate;
 - h. It is located within 400metres walking distance of a bus stop or railway station with a suitable level of service;
 - i. It seeks to minimise increases in the usage of level crossings and where necessary provides an alternative method of crossing (e.g. footbridge, underbridge or diversions) without increasing maintenance liabilities to HBC; and
 - j. Equal access for all people, including inclusive access is provided.

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

3. Development associated with the relinking of the Silver Jubilee Bridge to the pedestrian and cycle network will be supported, including the realignment of pedestrian and cycle links from Widnes Town Centre and Runcorn Old Town and the reconfiguration of the existing Bridge deck.
4. The Council will normally support work to improve canal towpaths and Public Rights of Way where they can provide key linkages from developments to local facilities.

Public Transport

5. Development will only be permitted where it does not prejudice:
 - a. the integrity and function of the Runcorn Busway.
 - b. the use of Ditton Station as part of the public transport network,
 - c. the use of the Halton Curve rail line as part of the rail network,
 - d. the Shell Green Route rail line in Widnes as part of the rail network,
 - e. the provision of additional rail tracks immediately to the north of the existing rail line between Hough Green Station and Widnes Station and,
 - f. the safeguarding of the Ditton –Penketh 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:
 - a. Beechwood
 - b. 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
 - b. Locations where the scheme would demonstrably reduce congestion, alleviate parking issues, or increase accessibility to employment for those in the most deprived areas.

Waterways

9. The Council will expect development to:
 - 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. J11A of the M56
 - b. Liverpool John Lennon Airport Eastern Access Transport Corridor
11. Improvements to the following parts of the road network are proposed during the Plan period.
 - a. A558 Daresbury Expressway;
 - b. Watkinson Way / Ashley Way Gyratory;
 - c. A562 Speke Road;
 - d. A557 Access improvements; and
 - e. Reconfiguration / improvement of infrastructure to the south of the SJB.

Where necessary the routes of these improvements will be protected.

Freight and Logistics

12. Any development which generates significant movement of freight will be expected to locate where they are, or can be, served by water or rail infrastructure in addition to having good road access.
13. The following sites have been identified as Freight and Logistics hubs:
 - a. Port Runcorn
 - b. Port Weston
 - c. 3MG

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

Intelligent Transport Systems (ITS)

14. Halton as part of the LCR welcomes the use of new technologies including those that:
 - a. Manage the flow of traffic around the Borough.
 - b. Reduce transport emissions through the use of SMART vehicle technology.
 - c. Provide smarttransport solutions, enabling transport and journeys in general to become quicker and more efficient for residents and visitors to the borough.

Travel Plans and Transport Assessments

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

Justification

- 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 Key Areas of Change may require improvements to the existing Sustainable Transport Network and the introduction of new sustainable routes and facilities. The existing Sustainable Transport Network will therefore be protected, and opportunities to improve the existing or provide new facilities and services, where appropriate, will be supported. This complements the goals set out within the Halton Local Transport Plan (LTP3) which is fundamental in the delivery of sustainable transport in Halton.
- 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. Network Rail must be consulted where a proposal is likely to increase the volume, or create a material change in the character of, traffic crossing the level crossing over the railway. Where a proposal has an increase in type and volume of user at a level crossing, Network

Rail would seek closure of that crossing and the replacement of the level crossing with a suitable footbridge, through the following process:

- a. Network Rail would seek a developer contribution towards the funding of the footbridge either via CIL, S106 or a unilateral undertaking. Where proposals are large scale Network Rail expect that the developer should provide full funding for the footbridge, for smaller proposals a contribution would be sought in proportion to the development.
- b. Network Rail would design and construct the footbridge.
- c. The developer would submit a planning application for the footbridge.
- d. Network Rail and the Council will work together to ensure a commitment that both are supportive in principle of the closure of the relevant level crossing and construction of a footbridge.
- e. Network Rail would have liability for the maintenance of the footbridge unless agreed otherwise.
- f. The Council will require the installation of the footbridge, and the closure of the relevant level crossing, normally prior to 50% of dwellings being occupied, this will be a condition of any approval.

10.9. Where replacement with a footbridge is not feasible Network Rail and the Council will seek a diversion order of, for example, a public footpath - which would include discussions with the LPA, Highways and PROW teams. In this case the developer will be responsible for the preparation and submission of the diversion orders.

10.10. The Council will require a Travel Plan, Transport Assessment or Transport Statement in line with thresholds set out within Transport and Accessibility SPD. In accordance with this guidance, the Council may still require a Transport Assessment and a Travel Plan to accompany applications for new developments that do not meet these thresholds, where a transport impact is expected from the development, or a cumulative impact is expected from different uses within a development or from a number of developments in the vicinity.

10.11. The effectiveness of these infrastructure improvements and measures in controlling traffic growth will need to be carefully monitored. This will primarily be achieved through the Halton Local Transport Plan and the Liverpool City Region Transport Plan for Growth

NPPF (2018) Compliance: 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.

[Non-strategic] C2: Parking Standards

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

Policy C2: Parking Standards

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

Justification

- 10.13. The NPPF states that policies in development plans can set local levels of parking for residential and non-residential development and they should take into account, amongst other things, the accessibility of the site, the type, mix and use of development and the local levels of car ownership (para.39). It also states that plans should protect and exploit opportunities for the use of sustainable transport modes and that developments should be designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles (para.35).
- 10.14. The necessary infrastructure for electric and alternative fuelled vehicles will depend on the prevailing vehicle technology requirements, but capacity should also be built into new development to allow for upgrading and advances in technology. This sort of provision allows for long term climate change mitigation as well as improvements in local air quality.
- 10.15. The residential parking standards contained in this policy will apply to all developments involving the provision of 1 or more residential units (gross). Applications for extensions and alterations to existing dwellings should ensure that a suitable level of parking provision is made.

- 10.16. The non-residential parking standards contained in this policy will apply to all developments that result in the creation of non-residential floorspace. This includes the extension and alteration of existing non-residential premises and all changes of use.
- 10.17. Where mixed-use, residential and commercial developments are proposed, the parking requirements for each element should be calculated individually using the standards. However, where appropriate, the Council may consider the shared use of parking between residential and commercial elements where it can be justified.

Parking Spaces

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

NPPF (2018) Compliance: 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.

[Non-strategic] C3: Delivery of Telecommunications Infrastructure

- 10.22. 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.
- 10.23. With the growth of services such as mobile internet access, demand for new telecommunications infrastructure is continuing to grow. However, the Council is committed to ensuring that such developments are appropriately designed and sited in accordance with the principle of minimising impacts.

Policy C3: Delivery of Telecommunications Infrastructure

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

Justification

- 10.24. This policy applies to all forms of communications infrastructure, including public and private fixed and wireless broadband networks for the high speed transmission of data,

telecommunications masts and other apparatus for mobile phone operators, public CCTV and webcams, installations required by the broadcast media and communications technology needed to serve particular business sectors.

- 10.25. In assessing applications for all forms of communications infrastructure, the Council will work with prospective developers and operators to identify the most efficient, practicable and environmentally acceptable solutions for the location(s) in which the infrastructure is proposed, taking account of the standing advice to encourage and facilitate the development of such networks in the NPPF.
- 10.26. Developers will be expected to work with infrastructure providers to ensure that all buildings provide high speed ready in-building infrastructure, and to continue to work with providers as technology evolves to ensure that Halton maintains its good communication links.

NPPF (2018) Compliance: Policy C3 recognises the importance of high quality and reliable communications infrastructure for economic growth and social wellbeing. The policy in line with the NPPF encourages proposals for the provision, upgrading and enhancement of communication networks.

[Strategic] C4: Operation of Liverpool John Lennon Airport

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

Policy C4: Operation of Liverpool John Lennon Airport

Public Safety Zone

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

Runway End Safety Area (RESA)

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

Height Restriction Zone (HRZ)

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

Airport Development

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

- 10.28. The expansion of LJA presents an opportunity to establish an extension to the Speke Garston Coastal Reserve over a 3.5km (2.2 mile) stretch of coast and about 50ha (124 acres) in size. Throughout the Coastal Reserve, a long term habitat creation and landscape management scheme would preserve habitat and biodiversity, and incorporate management measures to ensure the long term sustainability of the landscape and ecological mitigation works.
- 10.29. It is acknowledged that Hale Village is a sensitive residential area. The proposed extension to the runway at its eastern end should therefore ensure the use of screening and landscaping to minimise any potential negative effects.
- 10.30. Aviation development proposals that fall within the scope of this policy will need to be carefully assessed, particularly in terms of impact on noise, air quality, landscape, nature conservation, transport and public safety. It is likely that any planning applications for major works will require an Environmental Impact Assessment (EIA), to assess the potential significant impacts of the development on the environment. To ensure that health impacts are also assessed a Health Impact Assessment will be required in accordance with Core Strategy policy CS22: Health and Well-Being.
- 10.31. The route of the proposed EATC, through Halton's Green Belt, will be determined through the standard approvals process and will not require an amendment to Halton's Green Belt.
- 10.32. Public Safety Zones (PSZ) are established to control the number of people on the ground in the vicinity of airports at risk of death or injury in the event of an aircraft accident on take-off or landing. This is achieved by restricting new development within the PSZ.
- 10.33. The Department for Transport Circular 1/2010, Control of Development in Airport Public Safety Zones, should be consulted for further information. There is a general presumption against new development, but some types of development may be acceptable in these areas such as extensions, alterations or change of use, which would not reasonably be expected to increase the number of people living, working or congregating within the public safety zone.
- 10.34. PSZs are based upon risk contours modelled looking fifteen years ahead, in order to allow a reasonable period of stability after their introduction. They are remodelled at intervals of about seven years. With regards to the proposed runway extension the contours of the PSZ will be remodelled in line with current government guidance. Should the runway extension proceed, the 1-in-100,000 pa risk contour would extend over a larger area in the vicinity of Hale. However, preliminary work has shown the revised 1-in-10,000 pa risk contour would not include any additional residential dwellings outside those that the Airport has already acquired, or sought to acquire (Figure X).
- 10.35. The Runway End Safety Area (RESA) is a safety requirement for all licensed aerodromes. The size of the RESA is determined by a number of interrelated factors including aircraft mix and activity levels for an airport. This area should be kept free of obstacles other than essential aerodrome lighting and navigational aids.
- 10.36. 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. 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.
- 10.38. In accordance with policy C4: Parking Standards the development of airport car parks outside of the boundary of LJA 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.

NPPF (2018) Compliance: Policy C4 is compliant with the NPPF it identifies the operation of Liverpool John Lennon Airport which could be critical in developing infrastructure to widen transport choices.

11. HALTON'S CENTRES

[Non-strategic] HC1: Vital and Viable Centres

- 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. Therefore this policy seeks to protect the centres and support an improvement in the vitality and viability of all the centres, and in line with national policy and guidance.

Policy HC1: Vital and Viable Centres

Town and District Centres

1. Retail and other main town centre uses should be located within the centres identified in strategic Policy CSR5 and Table HC1.1 and as identified on the Policies Map.
2. Within Halton's centres, development proposals for retail and other main town centres uses will be supported where they:
 - a. Are of a size, scale and intensity appropriate to the position of the centre in the identified hierarchy
 - b. Retain or enhance the centre's character, appearance, vitality and viability;
 - c. Sustain or enhance diverse town centre uses and customer choice;
 - d. Do not detrimentally effect local amenity;
 - e. Capitalise on the Borough's natural assets and greenspaces; and
 - f. Are readily accessible by public transport, walking and cycling.
3. Within Halton's centres, the use of upper floors for non-retail uses will be supported, subject to the use being suitable to the function of the centre and other policies in this plan.
4. Proposals for retail uses at edge of centre locations will be permitted where:
 - a. It is demonstrated through the sequential approach that there are no appropriate town centre sites available and that the proposed location is the most preferable in light of the alternatives considered; and
 - b. The proposal complied with the criteria set out in section 2 above.
5. Proposals for retail uses in out-of-centre locations will only be permitted where:
 - a. It is demonstrated through the sequential approach that there are no appropriate town centre or edge-of-centre sites available;
 - b. Consideration has given to reasonable alternatives in order to accommodate the use within the town centre or edge-of-centre sites;
 - c. The proposal has been subject to impact assessment, and will not demonstrably harm centres within its catchment.
6. Retail and leisure proposals in the Town and District Centres in excess of the floorspace thresholds set out in table HC1.1 not located within the defined Primary Shopping Areas, or allocated in this Local Plan, will be subject to an impact assessment.

Table HC1.1 Local Impact Thresholds		
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

7. The retention and enhancement of the Borough's markets will be encouraged.

Local Centres

8. Within the Local Centres identified in policy CS5 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:

- meets the needs of residents within the local neighbourhood; and
- would not reduce the number of A1 retail units in any local centre to below 50% of the units used for commercial purposes.

9. Additional or replacement convenience retail units (up to 280 sqm net¹¹⁵) within or immediately adjacent to a defined Local Centre will be supported.

Individual Shops

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

Justification

11.2. This policy seeks to maintain the compactness, convenience and attractiveness of these centres to shoppers and thereby helping to sustain their vitality and viability and that of the centre as a whole. Whilst recognising that retail markets change quickly and ensuring that the policy is flexible enough to respond to change. This policy is considered to be in line with the NPPF, which states that '*Planning policies 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*'¹¹⁶.

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 centred bingo halls); and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities) and offices;.

11.4.

11.5. 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.

NPPF (2018) Compliance: Policy HC1 supports the role played by town centres in the heart of local communities, taking a positive approach to growth, management and adaptation.

¹¹⁵ Consistent with provisions of the Sunday Trading Act 1994

¹¹⁶ NPPF 2019 para 85

[Non-strategic] HC2: Retail and Town Centre Allocations

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

Policy HC2: 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	Status	Brownfield/ Greenfield	Size	Proposed Use
TC1	Land to the north of the Brindley (former Brindley Mound), Runcorn Old Town		Brownfield	0.42ha	Retail & Leisure
TC2	Bus Interchange, Car Park and Former HDL, Runcorn Old Town		Brownfield	0.54ha	Retail
TC5	East Lane House		Brownfield	1.14ha	Mixed (Retail, Leisure & Residential)
TC7	TA Centre		Brownfield	1.44Ha	Mixed (Retail & Residential)
TC8	Library, Grosvenor House, Former Magistrates Court, Police Station et al, Halton Lea		Brownfield	2.32ha	Mixed (Office, Retail, Leisure and Residential)

Runcorn – Daresbury Strategic Site.

Ref	Site	Status	Brownfield/ Greenfield	Size	Proposed Use
	Daresbury Local Centre			tbc	Retail

Widnes and Hale

Ref	Site	Status	Brownfield/ Greenfield	Size	Proposed Use
TC3	Widnes Retail Park (Phase 2)	Extant Permission	Brownfield		Retail
TC4	North? Widnes				Retail

TC9	Albert Square Car Park		Brownfield	tbc	Retail
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Justification

- 11.7. The Halton Retail Study did not identify significant expenditure growth to support allocations for major new retail floorspace. As such the plan seeks to protect sites within the main town and district centres to consolidate rather than expand their retail offer.

Local Centres

- 11.8. Halton, mostly has a reasonable quantitative coverage of local centres to serve the general day-to-day shopping needs of its residents. 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. Policy KA2: South Widnes supports improvements to the local retail offer in this location, either through the provision of a new local centre or through strengthening the current offer. With the necessary outward expansion of the urban area, there are proposed housing developments that will not be well served by the existing retail provision, and as such new local centres are proposed at Sandymoor and Daresbury. The latter envisaged to serve the needs of both new residents and those employed within the Daresbury Enterprise Zone campus.
- 11.9. The Council has been undertaking a Food Access Study¹¹⁷ 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. .
- 11.10. NPPF (2018) Compliance: Policy HC2 complies with NPPF by allocating a range of suitable sites in town centres to meet the scale and type of development likely to be needed.

¹¹⁷ HBC (2018) Food Access Study

[Non-strategic] HC3: Primary Shopping Areas

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

Policy HC3: Primary Shopping Areas

Primary Shopping Areas

1. Within defined Primary Shopping Areas as illustrated on the policies map, the shopping function will be safeguarded and enhanced. Development at ground floor level to alternative uses will be resisted where:
 - a. The proposed use would harm the vitality and viability of the primary shopping areas; or
 - b. The primary retail role and character is undermined, causing unacceptable fragmentation of the remaining shops; or
 - c. It would result in the loss of floorspace of a scale harmful to the shopping function of the centre; or
 - d. There would be a detrimental effect on the visual character and amenities of the surrounding area.
2. Within the defined Primary Shopping Areas, the use of ground floor units A1 (retail) or A3 (food & drink) uses will generally be supported where they provide an active daytime frontage.
3. Within the defined Primary Shopping Areas, the use of ground floor units for non-A1 and A3 uses will be permitted where:
 - a. The overall proportion of A1 and A3 retail uses will not fall below 60% of units, unless the unit has been shown to not be viable for A1 or A3 use after sufficient effective marketing, and is currently vacant;
 - b. The continuity of the retail frontage is maintained, normally with no more than two adjacent non A1 or A3 retail frontages;
 - c. It can be demonstrated that the proposal would not reduce the pedestrian footfall; and
 - d. An active frontage is provided.

Justification

- 11.12. The Primary Shopping Area, identified within Halton Lea, Runcorn, and Widnes, is considered to be the 'centre' for the purposes of the sequential approach to retail developments. This means that locations within a centre but outside the Primary Shopping Area are considered to be edge of centre for this form of development.
- 11.13. The assessment of applications within the Primary Shopping Areas will consider:
- i. The location and prominence of the premises within the shopping frontage.

- ii. The floorspace and length of frontage of the premises.
- iii. The number, distribution and proximity to other premises within Use Classes A1, A2 to A5, or with planning permissions for such uses.
- iv. The nature and character of the use proposed, including the level of pedestrian activity associated with it.
- v. The level of vacancies in ground floor properties.
- vi. Whether the proposed use would give rise to noise or other environmental problems and conflict with other policies in this plan

NPPF (2018) Compliance: Policy HC3 complies with the NPPF by defining the extent of town centres and primary shopping areas, making clear the range of uses permitted in such locations.

[Non-strategic] HC4: Shop Fronts, Signage and Advertising

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

Policy HC4: Shop Fronts, Signage and Advertising

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

Justification

- 11.15. The Council's level of control for over adverts is limited to their effect on amenity and public safety and not all adverts need consent¹¹⁸. Amenity is defined as both the visual and aural amenities of advertisements. Public safety principally relates to the dangers to road users,

¹¹⁸ Town and Country Planning (Control of Advertisements) (England) Regulations 2007(as amended)

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 advertisements are not part of the established scene and also within the historic built environment.

- 11.16. The quality and details of shop design are of significance in improving the attractiveness and maintaining the prosperity of shopping centres. Across Halton's network of centres the Council will require well designed shop fronts, signage and advertising that will enhance the area and add to its local distinctiveness.
- 11.17. Poorly placed and designed adverts and hoardings can also have a negative impact on the character of the area, visual amenity and raise issues of public and highway safety. The Council will assess all of these factors when determining advertising consents.
- 11.18. The Council has produced a Shop Fronts, Signage and Advertising Supplementary Planning Document (SPD) which sets out further guidance to help owners understand how to achieve high quality shopfront and advertisement design. The SPD will be a material consideration in the determination of relevant applications.

NPPF (2018) Compliance: Policy HC complies with NPPF by having regard for the quality and character of places by providing clear guidance on shop fronts, and the siting and design of advertisements.

[Strategic] HC5: Commercial Leisure Developments and Cultural Facilities

- 11.19. Leisure and **cultural** facilities can bring together members of the local community.

Policy HC5: Commercial Leisure Developments and Cultural Facilities

1. The Council will support the retention and enhancement of existing Commercial Leisure Developments and Cultural Facilities.
2. Proposals involving the loss of Commercial Leisure Developments and Cultural Facilities will only be permitted where it can be justified.
3. The Council will support the development of new Commercial Leisure Developments and Cultural Facilities, within or adjacent to the town centres or district centres identified in policy CS5 and on sites allocated in policy HC2 , or the enhancement , extension or refurbishment of an existing Commercial Leisure Development or Cultural Facility, provided that:
 - a. The facility is accessible by walking, cycling and public transport.
 - b. The proposal would not give rise to significant traffic congestion or road safety problems.
 - c. Any new buildings, extensions and structures are well designed, of an appropriate scale, in keeping with the character of the area and appropriately landscaped.
4. Outside of the town and district centres the Council will support the development of new Commercial Leisure Developments and Cultural Facilities, provided that:
 - a. The proposal is accompanied by a supporting statement which demonstrates the sustainability of the proposed location.

- b. A sequential approach has been applied in selecting the location of the site in accordance with policy HC1.
- 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.

Justification

- 11.20. 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.
- 11.21. 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. .

NPPF (2018) Compliance: Policy HC5 provides support and positively planning for leisure and cultural facilities and services that are needed by the community.

[Strategic] HC6: Community Facilities (including health facilities)

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

Policy HC6: Community Facilities (including health facilities)

1. The Council will support the retention and enhancement of existing community facilities.
2. The Council will support and promote the provision of new community facilities, where there is a need for such facilities, in or adjacent to town, district or local centres. The Council will also take into consideration:
 - a. accessibility by public transport, walking and cycling;
 - b. the availability of parking;
 - c. the suitability of the building and outdoor space for the proposed use; and
 - d. the impact on the surrounding uses.
3. Proposals involving the loss of community facilities land or buildings will only be permitted where it is demonstrated that:
 - a. The loss of the existing community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality; or
 - b. The building or site is no longer suitable or viable to accommodate the current community use, or the use has already ceased, and the building or site cannot viably be retained or sensitively adapted to accommodate other community facilities; or
 - c. In the case of commercial community facilities, whether the use is no longer viable (applicants will need to submit evidence to demonstrate that the site is no longer viable for that use and has been adequately marketed for community use on reasonable terms).
 - d. The community facility can be fully retained, enhanced or reinstated as part of any redevelopment of the building or site; or
 - e. Alternative replacement community facilities are provided in a suitable alternative location.
4. 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;
 - a. Residential Institutions (Use Class C2)
 - b. Residential (Use Class C3)
 - c. Non-residential institutions (Use Class D1)¹¹⁹
 - d. Leisure uses (Use Class D2);
 - e. Hotel (Use Class C1); and

¹¹⁹ 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.

f. Office (Use Class B1)

Justification

- 11.23. 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.
- 11.24. 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.
- 11.25. 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.

NPPF(2018) Compliance: Policy HC6 complies with the NPPF with regards to the provision of services for community needs through supporting the retention and enhancement of community facilities.

[Non-strategic] HC7: Visitor Attractions

- 11.26. Tourism is an important cultural and economic driver for the Liverpool City Region economy and harnessed well it can provide additional facilities for local residents, a source of employment and a driver to enhance the sense of place. It can help to maintain heritage assets such as Norton Priory, or provide a look back at historic industry in the area such as the Catalyst Science Discovery Centre or make use of the Boroughs natural assets such as its greenspaces 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 which are displayed within Appendix E;
 - b. Promoting the enhancement and expansion of existing visitor attractions and tourist accommodation;
 - c. Encouraging sustainable transport to visitor attractions, tourist and cultural sites; and
 - d. Not permitting development that would affect an existing visitor attraction if it would be likely to detract from the function, appearance, significance or setting of the attraction.
2. All visitor attractions located within or adjacent to Widnes Town Centre, Runcorn Town Centre, Runcorn Old Town District Centre or on the Borough's waterfronts will be considered acceptable where they:
 - a. Are accessible by a variety of modes of sustainable transport, including public transport, cycling and walking; and
 - b. Would not lead to unsatisfactory traffic conditions or other nuisance; and
 - c. Assist in delivering improvements to the green infrastructure within the local area; and
 - d. Are appropriate in size and do not result in an adverse impact on the visual amenity of the area.
3. Where a visitor attraction is not to be located within or adjacent to Widnes Town Centre, Runcorn Town Centre, Runcorn Old Town District Centre or on the Borough's waterfronts it must:
 - a. Be for the expansion of an existing visitor attraction or located within an existing building; and
 - b. Be of an appropriate scale and character for its location; and
 - c. Be accessible by a variety of modes of sustainable transport, including public transport, cycling and walking; and
 - d. Not lead to unsatisfactory traffic conditions or other nuisance; and
 - e. Assist in delivering improvements to the green infrastructure within the local area; and
 - f. Be visually unobtrusive and not result in an adverse impact on the visual amenity of the area.
4. The co-location of visitor attractions will be encouraged and where appropriate they should be used to create hubs.
5. Where appropriate the Council will generally support the development of small scale

ancillary complementary services at existing or emerging visitor attractions within the Borough.

6. Developments which are likely to increase harm through visitor pressure within internationally designated sites will not be supported, unless it can be demonstrated that there are both no alternatives and imperative reasons of over-riding public interest.

Justification

- 11.27. 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.¹²⁰
- 11.28. 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.
- 11.29. Ancillary complementary services could include catering facilities, small scale retail (up to 280 sqm net¹²¹) and Restaurants and Cafes.

NPPF (2018) Compliance: Policy HC7 enables sustainable rural tourism and leisure developments the policy assists in building a strong and competitive economy identified in the NPPF.

[Non-strategic] HC8: Food and Drink

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

Policy HC8: Food and Drink

1. Development of food and drink uses (Use Classes A3-A4) including restaurants, late night bars or pubs and (Use Class A5) Hot Food Takeaways (subject to the additional criteria below), will be acceptable provided that they would not harm the character of the area, residential amenity and / or public safety, either individually or cumulatively. The following impacts will be taken into consideration:
 - a. noise, fumes, smells, litter and late night activity;
 - b. the availability of public transport and parking;
 - c. highway safety;
 - d. access for servicing;

¹²⁰ Liverpool City Region Visitor Economy Board, Visitor Economy Investment Plan for Growth 2016 – 2025 (July 2016)

¹²¹ Consistent with provisions of the Sunday Trading Act 1994

- e. storage for refuse and recycling;
 - f. the appearance of the building, frontage, flues and other installations;
 - g. the number, distribution and proximity of other existing, or proposed, restaurants, hot food takeaways and late night bars or pubs;
 - h. potential for crime and anti-social behaviour;
 - i. impact on the promotion of healthy lifestyles.
2. Hot Food Takeaways (Use Class A5) will only be supported where:
- a. it is located within a designated town, district and local centre primary shopping area and will not result in;
 - i. A5 becoming the dominant use, or more than two units or 10% of the total ground floor units (whichever is the greater) being a hot food takeaway, or
 - ii. Less than two non-A5 units between hot food takeaways,
 - b. it is located more than 400m from primary or secondary schools, sixth form colleges, playing fields and children's play spaces, or
 - c. the premises are not open until after 1700 hours.

Justification

- 11.31. 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.
- 11.32. The following should be submitted with planning applications to show how the proposal addresses this policy:
- i. Hours of opening - including both the closing time to public and vacating premises time.
 - ii. Capacity in relation to numbers of customers.
 - iii. Parking and servicing details, including timing of deliveries and sizes of vehicles.
 - iv. Refuse and recycling provisions and layout.
 - v. Types of license required.
 - vi. Details of any plant and equipment required i.e. size, location, appearance and technical specification.
 - vii. Internal layout details i.e. seating, kitchen location, toilets, including disabled facilities, dancefloor etc.
- 11.33. 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.
- 11.34. 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.

- 11.35. In 2012 the Council worked with St.Helens Council to prepare and adopt a Hot Food Takeaway SPD that seeks to limit the growth of an obesogenic environment.
- NPPF (2018) Compliance: Policy HC8 complies with the NPPF by promoting policy to support healthier lifestyles and maintaining the vitality and viability of the town and local centres.

[Strategic] HC9: Mixed Use Area

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

Policy HC9: Mixed Use Areas

1. Within a Mixed Use Area any proposed development will be expected to:
 - a. Promote the vitality and viability of the area.
 - b. Be of a quality of design that enhances the character and appearance of the local environment.
 - c. Contribute to the:
 - i. Creation of jobs for local people; or
 - ii. Provision of housing to meet local needs; or
 - iii. Provision of local facilities for the community; or
 - iv. Quality of the visitor attraction of the Borough.
2. The Council may require a masterplan or development brief to be prepared demonstrating that the proposals will positively support and complement the comprehensive wider development of the area. The Council will encourage the use of workshops to engage the local community, design advice and review arrangements along with assessment frameworks such as Building for Life¹²².
3. Within the **Widnes Civic Quarter** Mixed Use Area (MUA1) the following uses are considered appropriate:
 - a. Leisure (Use Class D2);
 - b. Residential (Use Class C3);
 - c. Office (Use Class B1);
 - d. Restaurants (Use Class A3);
 - e. Hotel (Use Class C1);
 - f. Education; and
 - g. Health.
4. Within the **Victoria Square and Victoria Road** Mixed Use Area (MUA2) the following uses are considered appropriate:
 - a. Small Scale Retail (up to 280 sqm net¹²³) (Use Class A1);
 - b. Restaurants and cafés (Use Class A3);
 - c. Residential (Use Class C3); and
 - d. Drinking Establishments (A4).
5. Within **Earle Road Mixed Use Area** (MUA3) the following uses are considered appropriate:
 - a. Retail (Use Class A1);

¹²² Birkbeck D and Kruczkowski S(2015) Building for Life 12: The sign of a good place to live.

¹²³ Consistent with provisions of the Sunday Trading Act 1994

- b. Restaurants and cafés (Use Class A3);
 - c. Leisure uses (Use Class D2);
 - d. Use Class D1¹²⁴;
 - e. Hotel (Use Class C1);
 - f. Office (Use Class B1); and
 - g. Residential (Use Class C3).
6. Within the **Lugsdale Road** Mixed Use Area (MUA4) the following uses are considered appropriate:
- a. Residential (Use Class C3); and
 - b. Office (Use Class B1).
7. Within the **Runcorn Station** Mixed Use Area (MUA5) the following uses are considered appropriate:
- a. Small Scale Retail (up to 280 sqm net¹²⁵) (Use Class A1);
 - b. Restaurants and cafés (Use Class A3);
 - c. Leisure uses (Use Class D2);
 - d. Use Class D1¹²⁶;
 - e. Hotel (Use Class C1); and
 - f. Office (B1).
8. Within the **Halton Road** Mixed Use Area (MUA6) the following uses are considered appropriate:
- a. Small Scale Retail (up to 280 sqm net¹²⁷) (Use Class A1);
 - b. Restaurants and cafés (Use Class A3);
 - c. Leisure uses (Use Class D2); and
 - d. Residential (Use Class C3).
9. Within the **Bridge Retail** Mixed Use Area (MUA7) the following uses are considered appropriate:
- a. Retail Warehousing (non-food) (Use Class A1);
 - b. Restaurants and cafés (Use Class A3);
 - c. Drinking establishments (Use Class A4); and
 - d. Leisure uses (Use Class D2).
10. Within **Daresbury Firs** Mixed Use Area (MUA8) the following uses are considered appropriate:
- a. Residential (Use Class C3);
 - b. Hotel (Use Class C1); and
 - c. Conference Centre.
11. Within **Moor Lane** Mixed Use Area (MUA9) the following uses are considered appropriate:
- a. Retail (Use Class A1);
 - b. Use Class D1¹²⁸;

¹²⁴ 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.

¹²⁵ Consistent with provisions of the Sunday Trading Act 1994

¹²⁶ 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.

¹²⁷ Consistent with provisions of the Sunday Trading Act 1994

¹²⁸ 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.

- c. Hotel (Use Class C1);
- d. Employment (Use Class B1 and B2); and
- e. Residential (Use Class C3).

12. Within 'The Heath' Mixed Use Area (MUA10) the following uses are considered appropriate;

- a. Employment (Use Class B1 and B2);
- b. Residential (Use Class C3)
- c. Small Scale Retail (up to 280 sqm net) (Use Class A1); and
- d. Small scale ancillary complementary services and facilities (compliant with policy ED3)

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

Justification

- 11.37. The concentration of a mixture of business, housing and supporting uses such as restaurants, local shops and services increases activity and adds vibrancy and vitality. This policy aims to maintain this mixed use character and to make the most of the opportunities which arise when a range of uses exist together.
- 11.38. The Council has also identified other areas which it considers may offer opportunities for a range of land uses and these have been designated as Mixed Use Areas to encourage varied development and to allow flexibility.
- 11.39. The Mersey Edge Mixed Use Area (MUA10) is defined by, and dependent upon the delivery of the Liverpool John Lennon Airport Eastern Access Corridor. The airport is forecasting a period of significantly increasing passenger numbers [see CS(R)17]. The Airport Surface Access Strategy¹²⁹ identifies the need for a new access road known as the 'Eastern Access Transport Corridor' to improve access to the airport. An indicative line for this road was previously identified in policy CS17 and on the Key Diagram .in CS1.
- 11.40. To date the precise alignment of, and delivery mechanism for, the road had not been confirmed, but it is identified as a priority for the City Region and delivery options are being explored. The green belt gap between Liverpool / Speke and Hale is narrow, and the land to the west of the proposed access road has been assessed as performing a "significant contribution to green belt function". Against this, the new road will create a strong, defensible, green belt edge and the land to the west has potential to meet locally arising employment demand (JLR supply chain / SuperPort) and/or housing requirements.

NPPF (2018) Compliance: 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.

¹²⁹ Liverpool John Lennon Airport's Access Strategy (May 2011)

12. HALTON'S ENVIRONMENT

[Non-strategic] HE1: Natural Environment and Nature Conservation

- 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.

Policy HE1: Natural Environment and Nature Conservation

Designated Sites, Priority Habitats and Priority Species

1. Any development which may affect one of Halton's natural assets will be considered in line with the mitigation hierarchy:
 - a. Avoidance
 - b. Minimisation
 - c. Mitigation
 - d. Compensation
2. Development which may adversely affect the integrity of internationally important sites will only be permitted where there are no alternative solutions and there are imperative reasons of overriding public interest. This also applies to sites and habitats outside the designated boundaries that support qualifying features or species listed as being important in the designations of the internationally important sites.
3. Development which may cause significant harm will only be permitted for:
 - a. **Sites of National Importance** (*including Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs)*): where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the national network;
 - b. **Sites of Local Importance** (*including Local Nature Reserves (LNRs), Local Wildlife Site (LWS) and Local Geological Sites (LGS)*): where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the LCR Ecological Network; and
 - c. **Priority Habitats**: where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the habitat and its broader contribution to the LCR Ecological Network.
 - d. **Priority Species**: where it is demonstrated that no significant harm will result.

Protected Species: where development that may affect legally protected species will only be permitted where it can be demonstrated that there is no significant harm

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.
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 CS20, development will be permitted provided that:

It does not have a detrimental impact on the non-designated sites and habitats of ecological value, because landscape character is not relevant to nature conservation in this context.

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.
9. Development proposals within the Nature Improvement Area will be permitted where they complement the identified opportunities for habitat creation and / or habitat management, and are consistent with other policies in the Plan.

Justification

12.2. The Core Strategy policy CS20 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. 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.
- 12.4. 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).
- 12.5. Priority habitats are 'habitats of principal importance' for the conservation of biodiversity in England. They are identified as being the most threatened and in need of conservation action. The Council, together with other public bodies (such as the Environment Agency), has a duty under section 40 of the Natural Environment and Rural Communities Act (NERC) Act 2006 to conserve biodiversity when carrying out its normal functions. This 'biodiversity duty' includes priority habitats. Priority habitats sit outside the designated site hierarchy and may be of national (e.g. Ancient woodlands) or, sometimes, local importance.
- 12.6. Priority species are 'species of principal importance' for the conservation of biodiversity in England. The Council, together with other public bodies (such as the Environment Agency), has a duty under section 40 of the Natural Environment and Rural Communities (NERC) Act (2006) to conserve biodiversity when carrying out its normal functions, and this 'biodiversity duty' encompasses priority species.
- 12.7. An Ecological Appraisal, which should be carried out by a suitably competent ecologist must support planning applications which affect sites of nature importance and / or priority habitats and species. The Ecological Appraisal must:
- i. Include a desktop study and consultation with rECORd to identify any records for protected and/or notable species, sites and habitats on, or within 1km of, the site boundary;
 - ii. Include an Extended Phase 1 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 1 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.
 - 12.8. Development should be designed to ensure the health and future retention of existing trees, including veteran trees, and hedgerows are not compromised.
 - 12.9. The provision of landscaping can visually enhance an area and support local biodiversity. In considering any proposals, the Council will need to be satisfied that they have been informed by and taken into account the current Cheshire Biodiversity Action Plan and Priority Species and Habitat Action Plans and Halton's Landscape Character Assessment.
 - 12.10. The local authorities in the city region have worked together to prepare the Ecological Network as a joint evidence base and to help plan for biodiversity at a landscape-scale. The Liverpool City Region (LCR) Ecological Network draws together the evidence (for example, nature site designations and priority habitats) and indicates strategic priorities and opportunities in Halton and across the city region.
 - 12.11. The LCR Ecological Network includes a Core Biodiversity Area of designated nature and geological sites and priority habitats. It also includes linking networks and strategic and district priorities for habitat creation and enhancement. The strategic priorities are set out in sixteen Nature Improvement Focus Areas which together make up the LCR Nature Improvement Area.
 - 12.12. The local authorities in the City Region also continue to work together, and are committed, to helping manage visitor pressure on the internationally important designated sites.
- NPPF (2018) Compliance: Policy HE1 is in compliance with conserving and enhancing the natural environment of the NPPF. The policy details the protection of designated sites, priority habitat and species, non-designated sites and habitats and the ecological network.

[Non-strategic] HE2: Heritage Assets and the Historic Environment

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

Policy HE2: Heritage Assets and the Historic Environment

1. In accordance with policy CS20 the Borough's heritage assets will be conserved, enhanced and special regard will be had to their setting. Heritage assets in Halton which are recognised as being of special historic, archaeological, architectural, artistic, landscape or townscape significance will be preserved. Accordingly the Council will apply a presumption in favour of their preservation.
2. These Heritage Assets include:
 - a. Listed Buildings and Locally Listed buildings;
 - b. Conservation Areas;
 - c. Scheduled Ancient Monuments and Archaeological sites; and
 - d. Other places, spaces, structures and features which may not be formally designated but are recognised as significant elements of Halton's heritage.

Designated Heritage Assets

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

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

Listed Buildings

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

Conservation Areas

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

Scheduled Monuments

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

Archaeology

- 8. Development within sites of known or potential archaeological interest applications must be accompanied by an appropriate assessment of the archaeological impact of the development. A field evaluation prior to the determination of the planning applications may also be required.

9. Where development is proposed affecting an unscheduled site of known archaeological interest then archaeological investigations will need to be carried out to establish a mitigation and/or excavation strategy prior to development being permitted.
10. Where necessary to secure the protection of the heritage asset or a programme of archaeological mitigation, conditions will be attached to permissions. These may include requirements for detailed agreement on ground impacts and programmes of archaeological investigation, building recording, reporting and archiving.

Non-designated Heritage Assets

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

Justification

- 12.15. Heritage assets are defined as buildings, monuments, sites, places, areas and landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. Many of the Borough's heritage assets are undesignated but warrant no less consideration as such. The Council will expect all proposals affecting heritage assets to be designed to a high standard, taking into account the relevant individual characteristics.
- 12.16. Designated heritage assets are those that are recognised as having national heritage significance and/or benefiting from statutory protection and comprise:
 - i. Conservation Areas
 - ii. Listed Buildings
 - iii. Scheduled Monuments
 - iv. Registered Parks and Gardens¹³⁰
 - v. Registered Battlefields¹³¹
 - vi. World Heritage Sites¹³²
- 12.17. Non-designated heritage assets are locally important heritage assets which often have a strong local affinity or association and comprise:
 - i. Areas of Archaeological interest (including Areas of Archaeological Potential and Sites of Archaeological Importance)
 - ii. Buildings of local architectural or historic interest (Local List)
 - iii. Locally important assets not on the Local List
 - iv. Locally significant historic parks and gardens
 - v. Other locally important heritage landscapes
- 12.18. Some heritage assets are only revealed through the development process and where this is the case, proposals may need to be amended to take account of their presence.
- 12.19. All applications that are considered to affect a heritage asset (both designated and non-designated assets) are required to include an assessment of significance of any heritage assets affected. This should involve an assessment of any contribution made by their

¹³⁰ None located in Halton

¹³¹ None located in Halton

¹³² None located in Halton

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.

- 12.20. A Heritage Statement is required under paragraph 128 of the NPPF and should accompany all applications that affect heritage assets.
- 12.21. The Council maintains a list of buildings of local architectural / historic interest separate to those statutorily listed for the Borough. These buildings are not subject to additional statutory controls, but the Council will encourage their preservation.
- 12.22. In judging the impact of any alterations on a Listed Building, it is essential that there is a thorough understanding of the elements that contribute toward the significance of the asset, which may comprise a variety of features including windows, staircases internal layouts and external landscaping, which make up the special interest of the building in question. Many Listed Buildings can sustain some degree of sensitive alterations; however this can vary and is greatly dependent on the significance of the asset.
- 12.23. Conservation Areas are about the quality and interest of the areas, and not just the individual buildings. Therefore, particular attention must be given to the details such as the floorspace, street furniture, street lighting and public spaces. The council will encourage proposals which seek to enhance these features. When determining any development proposals affecting a Conservation Area, the council will take into account the impact on views into and across the area, important greenspaces either within or near to the area and its wider landscape setting.
- 12.24. A setting is the surroundings around a heritage asset. All heritage assets have a setting, whether they are designated or not. Settings are generally more extensive than a curtilage, and its perceived extent may change as an asset and its surroundings evolve or as an understanding of an asset improves.
- 12.25. In making its assessment the Council will require evidence of an appropriate scale to be provided setting out:
 - i. the significance of the heritage asset, in isolation and as part of a group as appropriate, and its contribution to the character or appearance of the area;
 - ii. the degree of harm to the Borough's overall heritage that would result from the loss of this heritage asset;
 - iii. the public benefit arising from the alternative proposals for the site;
 - iv. the condition of the asset and the cost of any repairs and enhancement works that need to be undertaken; and
 - v. the adequacy of efforts made to sustain existing uses or find viable new uses.

NPPF (2018) Compliance: The policy complies with the NPPF by setting out a positive strategy for the conservation and enjoyment of the historic environment and focuses on the protection and enhancement by reducing harm.

[Non-strategic] HE3: Halton's Waterways and Waterfronts

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

Policy HE3: Halton's Waterways and Waterfronts

The natural habitat and setting of the waterways and associated banks will be protected and enhanced. Where appropriate, public access, continuous green infrastructure links, towpaths and heritage value along the waterfront should be maintained, improved and extended for the purposes of nature conservation, leisure, recreation, tourism, education and economic activity.

1. To protect the benefits the water environment provides, it is essential to prevent it deteriorating. This will help to protect both wildlife and people's health and well-being. Therefore the Council will expect all development to take into consideration the objectives of the Water Framework Directive and the relevant River Basin Management Plan.

Waterside Development

2. Development alongside Halton's waterfronts should ensure that:
 - a. Public access to the waterway is improved, including those with impaired mobility;
 - b. Natural habitats are protected and enhanced;
 - c. Habitat creation is considered throughout the design stage;
 - d. Opportunities to connect identified habitats, species or features are taken;
 - e. Significant waterside buildings and their settings are retained and enhanced;
 - f. New development presents a public face to the waterway and is in keeping with local character in terms of scale, design and materials;
 - g. Proposals contribute to environmental enhancements including lighting, signage and landscaping;
 - h. Proposals in the vicinity of Halton's waterfront take into account the potential for localised flooding; and
 - i. Conflicts or issues relating to public safety would not be caused.
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. The unique natural habitats of Halton's waterways and their waterfronts should be considered at an early stage in the development process. Where loss of habitat is unavoidable, mitigation measures will be required in accordance with policy CS20 Natural and Historic Environment and policy HE1: Natural Environment and Nature Conservation.
5. 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.

6. 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.
7. Waterfront areas in Halton's Key Regeneration Areas should support planned development and regeneration opportunities in these areas. In the Key Regeneration Areas there will be a particular emphasis on enhancing the character and accessibility of waterfront areas.
8. Waterside development will not be permitted should it have an unacceptable effect on water quality or cause significant run-off.
9. Ecological assessments will be required for development along waterfronts where sensitive habitats, protected species or the function of waterways may be affected.
10. Developers (where appropriate) will be required to consult the owners of any waterways for any works that might affect the integrity of the waterway or linkages (for instance to towpaths).
11. The Council supports the reinstatement of the Runcorn Locks (as shown in the indicative alignment on the Policies Map) and as such will protect the alignment from inappropriate development.

Coastal Change Management Areas

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

Justification

- 12.27. The Borough's waterways provide an attractive waterfront setting and support a range of potential benefits and opportunities for employment, leisure and recreation. The Council supports development and projects along Halton's waterfronts which will deliver enhancements to this important natural environment as well as ensuring that development benefits from this unique and high quality environment.
- 12.28. 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.
- 12.29. The environmental objectives of the Water Framework Directive are:
 - to prevent deterioration of the status of surface waters and groundwater
 - to achieve objectives and standards for protected areas
 - to aim to achieve good status for all water bodies or, for heavily modified water bodies and artificial water bodies, good ecological potential and good surface water chemical status
 - to reverse any significant and sustained upward trends in pollutant concentrations in groundwater

- the cessation of discharges, emissions and losses of priority hazardous substances into surface waters
 - progressively reduce the pollution of groundwater and prevent or limit the entry of pollutants
- 12.30. 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.
- 12.31. 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.
- 12.32. Opportunities to enhance the character and accessibility of waterfront areas should be taken. This will be particularly important in the Key Areas of Change where there is a large impetus for change. Further information relating to opportunities along waterfront areas within the Key Areas of Change can be found in the appropriate Key Areas of Change policies.
- 12.33. 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.
- 12.34. The re-instatement of the Runcorn Locks on the previous alignment is supported in principle. The route is currently severed by road infrastructure linking the Silver Jubilee Bridge, which would have to be removed as part of a wider de-linking scheme before the former canal locks could be reinstated. This would allow the linking of the Bridgewater Canal between Runcorn Old Town and Runcorn Waterfront and onto the Manchester Ship Canal. Access to the Manchester Ship Canal by leisure traffic is likely to be subject to special restrictions, however, this has the potential to create a second Cheshire Canal Ring further encouraging and supporting the leisure and recreational potential of the Bridgewater Canal.

NPPF (2018) Compliance: The Policy complies with the NPPF through the protection and enhancement of valued landscapes, bio diversity and the historic environment. This included making the most effective use of land and using existing uses to implement sustainable modes of transport and green infrastructure.

[Non-strategic] HE4: Green Infrastructure

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

Policy HE4: Green Infrastructure

1. All development will be expected to incorporate high quality green infrastructure that:
 - a. Creates and/or enhances green infrastructure networks and provides links to green infrastructure assets;
 - b. Addresses climate change and reduces the risk of flooding through the provision of sustainable urban drainage systems in accordance with policy HE9 where appropriate and measures to address surface water run off;
 - c. Protects and enhances biodiversity and heritage assets;
 - d. Encourages physical activity, enjoyment, education and social interaction;
 - e. Improves access for pedestrians, cyclists and horse-riders;
 - f. Encourages local food production; and
 - g. Increases investors and visitors by enhancing the quality of the landscape and townscape.
2. Development within a designated, or proposed, Green Infrastructure asset (including Nature Conservation Sites, Greenspaces, the Greenway Network and LCR Ecological Networks), as defined on the Policies Map, will be permitted where:
 - a. it is ancillary to the enjoyment of the asset and does not compromise the integrity or potential value of the asset; or
 - b. the development does not compromise the integrity or potential value of the asset and it is of a scale, form, layout and design which respects the character of the Borough's green infrastructure network and it would maintain the linkages without compromising the integrity or potential value of the asset; or
 - c. the loss of the asset is appropriately compensated for.
3. Appropriate compensation may include:
 - a. Suitable replacement of the asset, in terms of size, linkages to the green infrastructure network, amenity value, quality and accessibility; or
 - b. Improvement or enhancements that would raise the overall amenity value, quality, use and multi-functionality of the greenspace.

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

Justification

- 12.36. 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.
- 12.37. 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.

- 12.38. For the purposes of Halton’s Local Plan, Green Infrastructure is defined as:
- a. **Parks and Gardens** – including parks, sub-regional and regional parks
 - b. **Amenity Green Space** – including informal recreation spaces, greenspaces in and around housing
 - c. **Outdoor Sports Facilities** – including formal playing fields, golf courses and other outdoor sports areas
 - d. **Natural and semi-natural Greenspaces** – including woodlands, scrub, grassland, heath or moor, wetlands, open and running water and bare rock habitats
 - e. **Green Corridors** – including rivers and canal banks, Bridgewater way and adjoining footpaths, road and rail corridors, bridleways, cycling routes, pedestrian paths, the Greenway Network and rights of way
 - f. **Other** – including agricultural land, allotments, community gardens, cemeteries and church yards
- 12.39. 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.
- 12.40. 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.

NPPF (2018) Compliance: 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.

[Non-strategic] HE5: Trees and Landscaping

- 12.41. 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.

Policy HE5: Trees and Landscaping

Woodlands, Trees and Hedgerows

1. Tree Survey information must be submitted with all planning applications where trees are present on site. The Survey should include information in relation to protection, mitigation and management measures.
2. Planning permission will not normally be permitted where the proposal adversely effects trees, woodlands and hedgerows which are:
 - a. Protected by a Tree Preservation Order (TPO);
 - b. Ancient woodlands or veteran trees;
 - c. In a Conservation Area; or
 - d. Within a recognised Nature Conservation Asset¹³³.
3. There will be a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site.
4. Where development is likely to result in the unavoidable loss of, or threat to, the continued health and life expectancy of, woodlands, trees or hedgerows the Council will require the impacts to be satisfactorily addressed through appropriate mitigation, or where this can be demonstrated to be not feasible, compensation or offsetting.

Landscaping

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

¹³³ 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.

surface water discharge. This can include hard and soft landscaping such as permeable surfaces.

Justification

- 12.42. The Government's Forestry and Woodlands Policy Statement 2013 states that 'the protection of the UK's trees, woods and forests, especially ancient woodland is a top priority' and 'new and better managed woodland also has a role in making our rural and urban landscapes more resilient to the effects of climate change'. Therefore the Council will operate a presumption in favour of retaining and enhancing all existing tree, woodlands and hedgerow cover. Where there is an unavoidable loss of trees, woodlands and/or hedgerows, the Council will encourage a replacement, ideally to be located on site or in the vicinity of the site or local area. Where this is not possible it will be sought for off-site provision to be located where the Council sees fit. The type of tree, woodland and/or hedgerow to be provided will be decided in discussion with the Council and trees will be expected to be of semi-maturity. Where the proposal affects ancient woodland or veteran trees the Council will follow the Standing Advice from Natural England.
- 12.43. 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.
- 12.44. 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.
- 12.45. 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.
- 12.46. 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.
- 12.47. Landscape proposals will usually be required for most developments, ranging from residential proposals, retail schemes, commercial and mixed-use sites. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of the area. Landscaping schemes will be especially important sites in prominent locations such as along main road frontages, important transport corridors, Key Regeneration Areas, redevelopment sites and areas of high townscape or landscape quality.
- 12.48. Careful consideration should be given to the existing character of a site, its topography and how any features such as surface treatments, furniture, lighting, boundary treatments, and other structures are to be appropriately used and how planting and trees may mature over time. In line with Core Strategy Policy CS20, developments will be expected to have

particular regard to the landscape character and provided guidelines as set out in Halton's Landscape Character Assessment, including any future updates.

NPPF (2019) Compliance: The policy complies with NPPF by protecting trees and landscaping which will assist in protecting and enhancing biodiversity.

[Non-strategic] HE6: Greenspace and Outdoor Sports Provision

Policy HE6: Greenspace and Outdoor Sports Provision

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

Justification

- 12.49. Publicly accessible Greenspace and outdoor sports provision have a vital role to play in helping to promote more healthy lifestyles.
- 12.50. 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.
- 12.51. When considering proposals for the provision, enhancement and / or expansion of amenity or recreational Greenspace or an outdoor sports facility the following considerations will be taken into account:

- i. The benefit of the proposal to sport and how it meets the sporting needs of the area;
- ii. Good design, which ensure that any facility is fit for purpose; and
- iii. The benefit to sport of maximising the use of existing provision by enhancing ancillary facilities.

NPPF (2018) Compliance: The policy complies with the NPPF by allowing for access of high quality open spaces with opportunities for sport and physical activity in order to improve the health and well being of the Borough.

[Non-strategic] HE7: Pollution and Nuisance

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

Policy HE7: Pollution and Nuisance

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

impact on:

- a. health;
- b. public safety;
- c. quality standards;
- d. investment confidence;
- e. visual obtrusion;
- f. the natural environment;
- g. general amenity; and
- h. proposed land allocations shown on the Policies Map

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

Air Quality Management Area (AQMA)

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

Justification

- 12.53. When the location or characteristics of a proposed development give rise to concern that the development would cause pollution or nuisance to surrounding people, properties or the environment, the Council will require an appropriate impact assessment to be undertaken by a suitably qualified person so that the potential effects can be properly understood. The subject and scope of these assessments will vary depending on the scale and type of development being proposed. Assessments that may be required under this policy include:
 - i. Noise Assessments
 - ii. Low Emission Assessment
 - iii. Hydrological or drainage reports
- 12.54. 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.
- 12.55. 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.

- 12.56. 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.

NPPF (2018) Compliance: The policy complies with the NPPF by ensuring that new development is appropriate for its location by taking into account the likely effects of pollution. The policy also draws on air quality management areas and the improvement of air quality. Mitigation should be implemented where there is thought to be and likely effects.

[Non-strategic] HE8: Contaminated Land

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

Policy HE8: Contaminated Land

1. An applicant proposing development on, or near a site, where contamination may potentially exist, should carry out sufficient investigation, so as to establish the nature and extent of the contamination and should have regard to:
 - a. Findings of a preliminary land contamination risk assessment (including a desk study, conceptual model and initial assessment of risk);
 - b. Compatibility of the intended use with condition of land;
 - c. The environment sensitivity of the site; and
 - d. After-care measures where appropriate should include details of a programme of implementation.

Results of this investigation should be submitted to the Council as part of the planning application.

2. Development will not be permitted unless practicable and effective measures are taken to treat, contain or control any contamination so as not to:
 - a. Cause contamination of the soil or sub-soil;
 - b. Expose the occupiers of the development and neighbouring land uses, including in the case of housing, the users of gardens, to unacceptable risk;
 - c. Threaten the structural integrity of any building built, or to be built on or adjoining the site;
 - d. Lead to contamination of any watercourse, water body or aquifer;
 - e. Cause the contamination of adjoining land, or allow such contamination to continue;
 - f. Have an adverse effect upon natural habitats and ecosystems;
 - g. Have an adverse effect upon protection of heritage assets, above or below ground.

4. Where possible, contamination should be treated on site utilising sustainable remediation technologies.
5. Any permission for development will require that the remedial measures explain how and when they will be implemented and any arrangements for monitoring the effectiveness of the required actions. Requirement to undertake work associated with contaminated land will be controlled by either planning conditions or where necessary by planning obligations.

Justification

- 12.58. The term 'Contaminated land' describes land polluted by, for example: heavy metals like arsenic, cadmium and lead; oils, tars and their derivatives; chemical substances and preparations such as solvents; gases, particularly methane and carbon dioxide; asbestos; and radioactive material; all of which may harm fauna, flora, water resources and construction components. Contaminated land is defined in section 78(A) of the Environmental Protection Act 1990 as any land which appears to the local Authority in whose area it is situated to be in such condition by reason of substances in, on or under the land that:
- i. Significant harm is being caused, or there is a significant possibility of such harm being caused or
 - ii. Pollution of controlled waters is being, or is likely to be caused.
- 12.59. 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.
- 12.60. 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.
- NPPF (2018) Compliance: The NPPF requires that planning polices ensure that sites are suitable for the proposed use, taking in to account ground conditions and any risks arising from natural hazards or former activities such as mining. Policy HE8 meets the requirements of the NPPF and addresses wider potential environmental impacts from mitigation.

[Non-strategic] HE9: Water Management and Flood Risk

- 12.61. 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 and the Weaver Navigation and reservoirs.

Policy HE9: Water Management and Flood Risk

Flood Risk and Management

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

Assessments (SFRA) and the Halton Sustainable Urban Drainage Guidance.

Flood Water Storage

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

Sustainable Drainage

1. All development proposals must demonstrate how they will manage surface water run-off as close to its source as possible.
2. 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;
3. Where detailed evidence demonstrates that the above measures are not feasible or would directly affect viability then surface water should be discharged in the following order of priority:
 1. An adequate soakaway or some other form of infiltration system.
 2. An attenuated discharge to watercourse.
 3. An attenuated discharge to public surface water sewer.
 4. 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.
4. There is a general presumption against the use of treatments that do not take a sustainable approach to drainage in domestic gardens and Greenspace.
5. Any development of 10 or more homes or 1,000 sqm of non-residential floorspace, or with a site area of 1 Ha. or greater should provide sustainable drainage that maintains or reduces discharge run-off rates to green field levels.
6. The sustainable drainage system should treat any discharge at source to avoid pollutants being discharged into watercourses, surface drains or combined sewers.

Protecting Water Resources

7. Water resources and supplies will be protected by resisting development proposals that would pose an unacceptable threat to surface water and groundwater quantity and quality.

Water Management

8. 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.

9. The development or expansion of water supply or waste water facilities will normally be permitted, either where needed to serve existing or proposed development, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land-use or environmental impact.

Justification

- 12.62. The National Planning Policy Framework aims to ensure that flood risk is taken into account at all stages of the planning process and to avoid inappropriate development in areas at risk from flooding by directing development away from areas at highest risk or where development is necessary, making it safe without increasing flood risk elsewhere. Areas can be mapped according to the level of flood risk:
- Zone 1 (Low probability – less than a 1 in 1000 annual probability of flood)
 - Zone 2 (Medium probability – between a 1 in 100 and a 1 in 1000 probability)
 - Zone 3a (High probability – a 1 in 100 or greater probability)
 - Zone 3b (Functional floodplain – area providing flood storage)
- 12.63. Through a ‘sequential approach’, the overall aim should be to steer new development to Flood Zone 1 (Low risk) in the first instance: development in Zone 2 and Zone 3a may be considered if no other reasonably sequentially preferable available sites exist and an ‘Exception Test’ is satisfied.
- 12.64. 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.
- 12.65. Sustainable Drainage Systems (SuDS) seek to mimic natural drainage systems and retain water on or near to the site when rain falls in contrast to traditional drainage approaches, which tend to pipe water off site as quickly as possible. SuDs offer significant advantages over conventional piped drainage systems in reducing flood risk by reducing the quantity of surface water run-off from a site, the speed at which it reaches water courses whilst improving water quality by reducing the amount of pollutants and improving amenity amenity.
- 12.66. 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.
- 12.67. 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.
- 12.68. 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.

- 12.69. 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.
- 12.70. 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.
- 12.71. 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.

NPPF (2018) Compliance: Policy HE9 complies with the NPPF by directing development away from areas at high risk. The policy sets out where development is necessary in such areas that a sequential test will be required, whilst also addressing the requirements for sustainable drainage, the protection of water resources and water management.

[Non-strategic] HE10: Minerals Allocations (Mineral Safeguarding Areas)

- 12.72. 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.
- 12.73. Minerals are a finite resource and can only be worked where they exist. This means that possible extraction sites are limited. There are currently no operational mineral sites in the Borough, however, the Urban Vision Study on Mineral Planning in Merseyside identified four potential sites of sand and gravel mineral resources which should be protected to prevent their sterilisation.
- 12.74. Halton Borough Council as a Minerals Planning Authority has the responsibility to plan for a steady and adequate supply of aggregate minerals to ensure primary resources are maintained for future generations, minimise potential environmental impacts of such developments and to support economic growth.

Policy HE10: Minerals Allocations

1. Mineral Safeguarding Areas have been identified and are defined in the accompanying policies map in the following locations

- a. Warrington Road and Haddocks Wood, Runcorn
 - b. Cholmondeley Road, Clifton, Runcorn
 - c. Land adjoining the M56 and north of Summer Lane, Preston on the Hill (Area of Search)
2. Within Mineral Safeguarding Areas, as shown on the Policies Map, planning permission will be protected from sterilisation by other forms of development, unless the applicant makes provision for the prior extraction of the mineral. Planning permission for other development that would result in the direct or indirect sterilisation of the identified mineral resources in a defined MSA will not be permitted unless:
- a. it is demonstrated by way of a minerals assessment (MA) that the resource is not of economic value; or
 - b. the mineral can be extracted without unacceptable community or environmental impacts prior to the development taking place; or
 - c. the development is of a temporary nature and can be completed and the site left in a condition that does not inhibit later mineral extraction or mineral extraction elsewhere within the MSA; or
 - d. there is an overriding need for the development that outweighs the need for the mineral.

Sites for aggregates will be safeguarded from development that could adversely affect their operation. Planning permission will be resisted unless it can be clearly demonstrated that there will be no incompatibility between the two uses or that adequate controls can be implemented to ensure this to be the case.

Justification

- 12.75. 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.
- 12.76. 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.
- 12.77. As well as safeguarding mineral resource areas from sterilisation, mineral infrastructure also need to be safeguarded. This is outlined in Paragraph 143 of the NPPF. "Safeguard: Existing, planned and potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material".
- 12.78. There are currently no operational mineral extraction sites in Halton and limited evidence of previous activity. The following are currently operational secondary aggregate sites:
- NPPF (2018) Compliance: The policy is in compliance with the NPPF by allocating sites in order to maintain a steady and adequate supply of aggregates.

[Non-strategic] HE11: Minerals

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

Policy HE11: Subterranean Resource Extraction

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

Aggregate Minerals

5. Development for the extraction of aggregate minerals, regard will be given to all of the following;
 - a. The contribution the proposal may make toward maintaining the sub regional apportionment of the regional production of aggregates, as expressed in

- Government guidance; and
- b. The need to maintain a land bank of reserves with permissions within the sub-regional area.

Restoration and Aftercare

6. All developments involving resource extraction will require a restoration plan for the reclamation of the site to an appropriate after use, or to a state capable of beneficial after use within a suitable and reasonable timeframe. The plan should include:
 - a. Details of the final restoration scheme and the proposed future land use;
 - b. Details of the timescales for completion of the restoration scheme; and
 - c. Details of aftercare arrangements that are to be put in place to ensure the maintenance and management of the site once restoration is complete.

7. In defining the future land use for the site, the Council will expect the restoration to:
 - a. Take into account the pre-working character of the site and its landscape;
 - b. Provide for the enhancement of the:
 - i. quality of the landscape;
 - ii. green infrastructure network;
 - iii. biodiversity assets and habitats;
 - iv. local environment;
 - v. ecological value of the site; and/or
 - vi. the setting of historic assets
 to the benefit of the local or wider community; and
 - c. Where land is to be restored for agricultural or forestry, use appropriate restoration techniques to ensure that the land is capable of securing such use in the long term.

8. Where appropriate, proposals for the exploration, appraisal, and production of minerals and all other subterranean resources will be required to be subject to a programme of aftercare management for a period of five years from restoration. An extension of the period of aftercare beyond 5 years should be considered where this is necessary to enable reclamation objectives to be met. Schemes will be required to provide for the highest practicable aftercare standards and the Council will require an outline scheme to be submitted as part of the initial planning application.

Justification

- 12.80. 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.

- 12.81. 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.

- 12.82. 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.
- 12.83. 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.
- 12.84. 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)
- 12.85. A hydrological assessment will be required in support of any planning application and water availability may be a limiting factor in any proposal.
- 12.86. 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.
- 12.87. 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.
- 12.88. 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.
- 12.89. Legislation allows the Council to impose aftercare conditions through agreements under section 106 of the Town and country Planning Act 1990.

NPPF (2018) Compliance: 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.

13. GENERAL REQUIREMENTS

[Non-strategic] GR1: Design of Development

- 13.1. In accordance with CS18 High Quality Design all development will be required to incorporate the principles of appropriate high quality design. Design is not just about how a development looks but also whether it is successful in its context, whether it functions well, whether it is enduring and of high quality, and lastly, whether it contributes toward broader sustainability objectives.
- 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.

Policy GR1: Design of Development

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

- e. Avoid detrimental impacts on existing infrastructure and natural features; and
 - f. Provide linkages to the wider neighbourhood.
5. All major¹³⁴ development proposals involving the construction of new buildings must demonstrate how sustainable design and construction methods will be incorporated to achieve resource efficiency and resilience to climate change.

Justification

- 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.
- 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 the Design of Residential Development SPD 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.

NPPF (2018) Compliance:

¹³⁴ As defined in the Glossary

[Non-strategic] 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.

Policy GR2: Amenity

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

Justification

- 13.7. One of the Core Planning Principles of the NPPF states that planning should ‘always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings’. Without appropriate controls, new development could result in unacceptable environments for its occupants, reduce the quality of life for the occupants of neighbouring buildings, and result in poor quality neighbourhoods overall.
- 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 properties¹³⁵.
- 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.

[Non-strategic] GR3: Boundary Fences and Walls

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

Policy GR3: Boundary Fences and Walls

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

Justification

- 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.
- 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.

¹³⁵ As set out in the Design of Residential Development SPD

[Non-strategic] 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.

Policy GR4: Temporary Buildings

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

Justification

- 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.

[Non-strategic] GR5: Renewable and Low Carbon Energy

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.

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".

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.

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.

Policy GR5: Renewable and Low Carbon Energy

1. Development proposals for renewable energy developments will need to take into account, and minimise where appropriate, the potential environmental effects of the development on:
 - a. Residential / workplace amenity
 - b. The visual amenity of the local area, including landscape character
 - c. Local nature resources, including air and water quality
 - d. The natural and built environments
 - e. Any heritage assets and their settings
 - f. Biodiversity
 - g. The openness and visual amenity of the Green Belt
 - h. The amenities of sensitive neighbouring uses (including by virtue of noise, dust, odour or traffic)
 - i. Other site constraints
2. Applications for all major renewable and low carbon energy proposals will need to be accompanied by an Energy Statement (as part of the Design and Access Statement) which includes:
 - a. The environmental effects of the development;
 - b. A landscape and visual assessment;
 - c. An ecological assessment;
 - d. The proposals benefits in terms of the amount of energy it is expected to generate; and
 - e. Any unavoidable damage that would be caused during installation, operation or decommissioning, and how this will be minimised and mitigated, or compensated for.
3. The Council will take into account the individual and cumulative impacts of applications for renewable and low carbon energy developments on the above. Where significant impacts are identified, particularly through a landscape, visual or ecological assessment,

the Council will balance the impact against the wider benefits of delivering renewable and low carbon energy.

4. The incorporation of renewable and low carbon energy into developments will be encouraged, particularly as part of major schemes.
5. The retrofit of renewable energy and use of micro-renewables will be supported in appropriate buildings and locations.
6. Proposals for decentralised energy networks will be supported, particularly those located in Energy Priority Zones in the Key Areas of Change. Within these areas, development proposals will be expected to connect to, or make provisions for future connections, to existing or proposed decentralised energy networks where feasible.
7. Other opportunities for renewable and low carbon energy within Energy Priority Zones will be supported.
8. The Council will support community based renewable energy schemes which can help to deliver cheap energy sources to local communities through a local supply network.
9. Developments for wind turbines must be located in areas with potential for wind generation as shown in Figure 20.1 Development will only be granted where it can be demonstrated that, following consultation, the planning impacts identified by the local community have been fully addressed and that the proposal has their backing.
10. When a wind turbine is decommissioned or no longer in use it is expected that the turbine will be removed and the area restored to an appropriate use at the earliest opportunity.

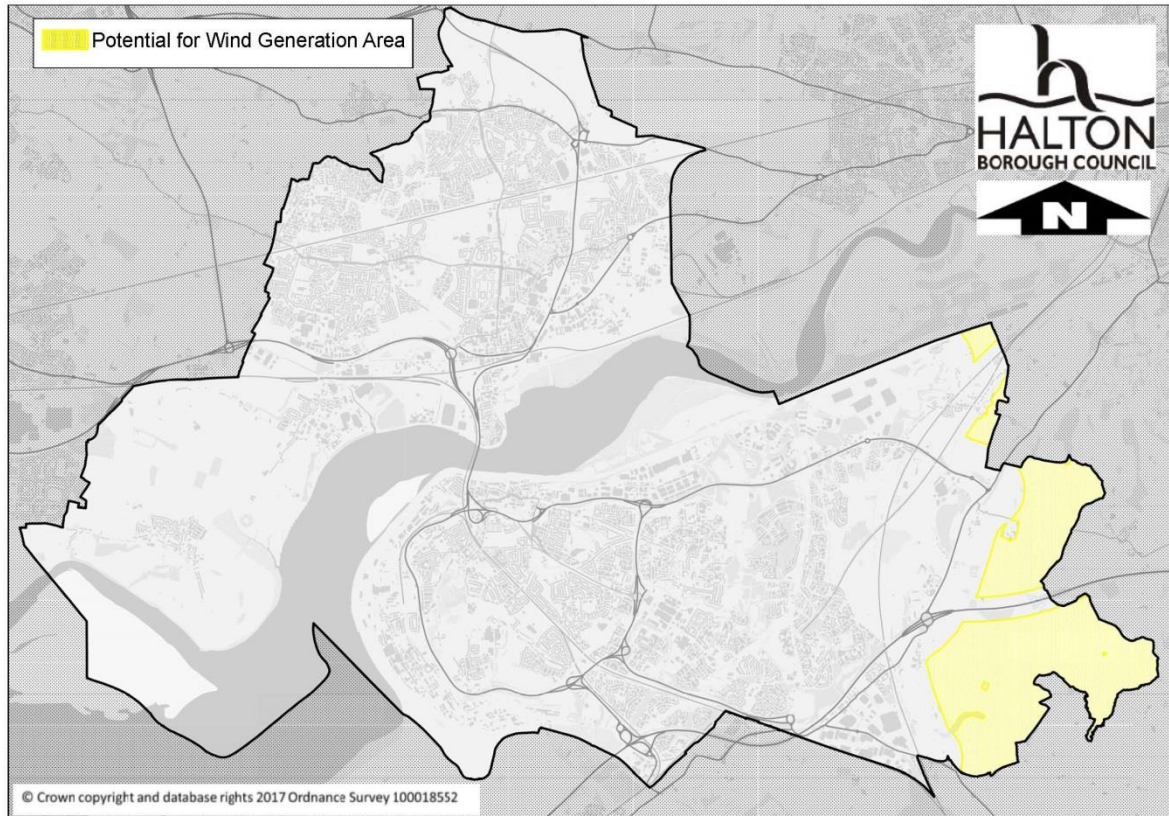
Justification

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

the internal environment of existing buildings more comfortable and will ensure fewer resources are consumed, thus reducing costs and reducing carbon dioxide emissions and thereby make an important contribution to sustainable development.

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

Figure 21.1: Potential for Wind Generation Areas



14. GREEN BELT

[Non-strategic] GB1: Control of Development in the Green Belt

- 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.

Policy GB1: Control of Development in the Green Belt

1. The construction of new buildings is inappropriate in Green Belt. Exceptions to this are:
 - a. buildings for agriculture and forestry;
 - b. provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
 - c. the replacement, extension or alteration of a building provided that it does not result in disproportionate¹³⁶ additions over and above the size of the original building and that it is of an appropriate scale, character and appearance;
 - d. limited infilling¹³⁷ in the villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
 - e. limited infilling¹³⁸ or the partial or complete redevelopment of previously developed sites (brownfield land¹³⁹), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

Development proposals that do not qualify as exceptions are by definition inappropriate development.
2. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:
 - a. mineral extraction;
 - b. engineering operations;
 - c. local transport infrastructure that can demonstrate a requirement for a Green Belt location;
 - d. the re-use of buildings provided that the buildings are of permanent and substantial construction; and

¹³⁶ 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.

¹³⁷ 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.

¹³⁸ 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.

¹³⁹ Defined in MHCLG (2019) NPPF

- e. development brought forward under a Community Right to Build Order.
3. Non-infill development of new detached dwellings within residential curtilages and / or gardens within the Green Belt is considered to be inappropriate development unless the proposal is a specified exception to Green Belt policy or is permitted development.

Justification

- 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:
 - i. check the unrestricted sprawl of large built up areas;
 - ii. prevent neighbouring towns from merging into one another;
 - iii. safeguard the countryside from encroachment;
 - iv. preserve the setting and special character of historic towns; and
 - v. assist urban regeneration by encouraging the recycling of derelict and other urban land.
- 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.

[Strategic] GB2: Safeguarded Land

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

Policy GB2: Safeguarded Land

1. Development on Safeguarded Land will only be permitted where:
 - a. it is essential for agriculture, forestry, outdoor recreation or for other purposes appropriate to a rural area; or
 - b. necessary for the operation of an existing use(s); or
 - c. it is a temporary use that would retain the open nature of the land.
2. The following areas are identified as Safeguarded Land and are identified on the Policies Map

Ref	Site	Site Size
SG1	Land to the west of Barkers Hollow Road, Dutton	5.0
SG3	Land between Keckwick and the Tunnel Top, Daresbury Lane, Daresbury	9.0
SG4	Land south of Darebsury Lane, Daresbury	1.8
SG5	Land between Canal and Barkers Hollow Road	27.9
SG7	land at Preston on the Hill	21.2
SG8	Field House, Summer Lane	8.2
SG9	All Saints Vicarage, Daresbury Lane	1.1
SG10 (W6)	Pex Hill	17.24
SG11 (W13)	Land at Hale Gate Road	27.1
SG12 (W41)	Notcutts Garden Centre	10.73
SG13 (W48)	Land to the south of Hale Bank Road	22.67

Justification

- 14.9. 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'*.

Figure 22.2 : Safeguarded Land

15. GLOSSARY [All]

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. ¹⁴⁰
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.

¹⁴⁰ 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.

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

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

Sustainable Community Strategy.

Delivery and Allocations Local Plan	DALP	<p>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.</p> <p>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.</p>
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.
Employment Land		Land identified for business, general industrial, and storage and distribution development as defined by Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987. It does not include land for retail development or 'owner specific' land.
Environmental Impact Assessment	EIA	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
European Site		This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2010.
Fracking		A process of injecting water, sand and chemicals at high pressure down and across into wells drilled into shale rock. The pressurized mixture causes the rock to fracture or crack which releases gas [or oil] which flows up the well to be collected.
Geodiversity		The range of rocks, minerals, fossils, soils and landforms.
Green Belt		A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the Green Belt are to: check the unrestricted sprawl of large built up areas; to prevent neighbouring towns from merging into one another; safeguard the countryside from encroachment; preserve the setting and special character of historic towns; and assist urban regeneration by

encouraging the recycling of derelict and other urban land. Green Belts are defined in a Local Planning Authority's Development Plan.

Greenfield Land		Land which has not been previously developed, or which has now returned to its natural state. This includes playing fields and residential gardens.
Green Infrastructure	GI	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Gypsies and Travellers		Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
Habitats Directive		European Directive to conserve natural habitats and wild flora and fauna.
Health and Well-being		A definition of the general condition of a person in terms of mind, body and spirit.
Heritage Assets		A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic Environment		All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
House in Multiple Occupation	HMO	A house occupied by unrelated individuals, some of whom share one or more of the basic facilities. Commonly shared facilities include: bathrooms, toilets, shower rooms, living rooms and kitchens. A building defined as a HMO may consist entirely of bedsit unit type accommodation (where some or all amenities are shared) or a combination of both bedsits and self-contained flats.
Hydraulic fracturing (also known as 'fracking')		A process of injecting water, sand and chemicals at high pressure down and across into wells drilled into shale rock. The pressurized mixture causes the rock to fracture or crack which releases gas [or oil] which flows up the well to be collected.
Impact Assessment		Assessment of the impact of a proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area.
Inclusive Design		Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and

used by everyone.

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

scattered layouts. They typically feature a newsagent and/or small convenience store, along with various other small shops of a local nature, e.g. a hairdresser.

Local Enterprise Partnership	LEP	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
Local Nature Partnership	LNP	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.
Local Plan		The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
Local Transport Plan		Local Transport Plans are strategic documents which set out the local transport priorities in the long term.
Local Nature Reserve	LNR	Local Nature Reserves (LNRs) are places with wildlife or geological features that are of special interest locally.
Local Wildlife Site	LWS	Local Wildlife Sites contain features of substantive nature conservation value.
Major Development		Major development is defined as: development involving any one or more of the following— (a) the winning and working of minerals or the use of land for mineral-working deposits; (b) waste development; (c) the provision of dwellinghouses where— (i) the number of dwellinghouses to be provided is 10 or more; or (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i); (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or (e) development carried out on a site having an area of 1 hectare or more;
Main town centre uses		Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more

intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major Hazards		Major hazard installations and pipelines, licensed explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply.
Master planning		An activity to create a 2 or 3 dimensional image of a development to help articulate the design vision for a site. Often these are illustrative rather than detailed.
Material Considerations		A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.
Mixed Use Development		This is a development that includes a mix of uses this could be a mix of retail, leisure, residential or employment. It does not have to include all of these uses.
National Planning Policy Framework	NPPF	National planning published by the Department of Communities and Local Government in March 2012.
Nature Improvement Areas	NIA	Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change.
Neighbourhood Plans		A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Non-designated heritage assets		<p>Locally important heritage assets identified by the Local Planning Authority, where there is often a strong local affinity or association:</p> <ul style="list-style-type: none"> • Areas of Local Archaeological Interest (including the Areas of Archaeological Potential and Sites of Archaeological Importance identified in Local Plans) • Buildings of local architectural or historic interest (Local List) • Locally important built assets not on the Local List • Locally significant historic parks and gardens • Other locally important historic landscapes
Open Countryside		The open countryside is defined as the area outside the settlement boundaries Runcorn, Widnes and Hale and not designated as Green Belt or Safeguarded land.
Greenspace		All Greenspace of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs)

		which offer important opportunities for sport and recreation and can act as a visual amenity.
Original Building		A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.
Outdoor Sports Facilities		Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.
Permitted Development		Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.
Pitch		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:

- land that is or has been occupied by agricultural or forestry buildings;
- land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;
- land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and
- Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Primary Shopping Area	Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
Primary Frontage	Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.
Priority habitats and species	Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
Public Consultation	A process by which the public's opinion on matters affecting them is sought.
Ramsar Sites	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Renewable and low carbon energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Residential Amenity	The quality of the living environment for occupants of a dwelling house, including its associated external spaces.
Safeguarded Land	Safeguarded Land is land between the urban area and the Green Belt. It ensures the protection of Green Belt within the longer time-scale by reserving land which may be required to meet longer-term development needs without the need to alter Green Belt boundaries.
Schedule Ancient	SAMs
	Scheduled Ancient Monuments are sites of outstanding national importance that are worthy of protection. The word

Monuments		"monument" covers the whole range of archaeological sites. Scheduled monuments are not always ancient, or visible above ground. They are placed on a schedule by the government based on the advice of Historic England.
Secondary Frontage		Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
Secondary Materials or Aggregates		Reclaimed or recycled materials that are used within the construction industry as a substitute for primary aggregates.
Section 106 Agreements		Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement and is a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms.
Section 123 List		A list of projects or types of infrastructure that a Council intends to fund, or may fund, through the Community Infrastructure Levy. This refers to Section 123 of the Community Infrastructure Levy Regulations.
Self-Build		The definition of self-build includes housing built by individuals or groups of individuals for their own use, either by building the homes themselves or working with builders.
Sense of Place		Distinctive qualities in a new development that captures and build upon the existing qualities of the surrounding area, or which define a new, distinctive townscape character.
Setting		The area surrounding a place, a building or feature that contributes to its appreciation/enjoyment.
Setting of a Heritage Assets		The surroundings in which an asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance		The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
Sites of Special Scientific Interest	SSSI	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Special Protection Areas	SPAs	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated

sites, classified under the Birds Directive.

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

Sustainability Appraisal	SA	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
Sustainable Development		<p>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."</p> <p>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:</p> <ul style="list-style-type: none"> • Social progress that recognises the needs of everyone; • Effective protection of the environment; • Prudent use of natural resources; and • Maintenance of high and stable levels of economic growth and employment.
Sustainable 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		Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as

Showpeople		such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers.
Travel Plan		A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Tree Preservation Order	TPO	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a Tree Preservation Order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.
Use Classes Order		The different land uses are: A1 – Shops C1 - Hotels A2 – Financial and Professional Services C2 - Residential Institutions A3 -- Restaurants and Cafes C2A - Secure Residential Institutions A4 – Driving Establishments C3 - Dwellings A5 -- Hot Food Takeaways C4 - Houses in Multiple Occupation B1 -- Business D1 - Non Residential Institutions B2 – General Industrial D2 - Assembly and Leisure B8 – Storage and Distribution Sui Generis – a use which is not included in one of the above definitions
Viability Assessment		A report, including a financial appraisal, to establish the profit or loss arising from a proposed development. It will usually provide an analysis of both the figures inputted and output results together with other matters of relevance. An assessment will normally provide a judgement as to the profitability, or loss, of a development.
Vitality and Viability		The vitality and viability of town and district centres depends on retaining and developing a wide range of attractions and amenities: creating and maintaining an attractive environment: ensuring good accessibility to and within the centre: and attracting continuing investment in development or refurbishment of existing buildings
Washed Over		Some sites are included within, rather than surrounded by, areas of Green Belt. Where this is the case the term washed over is used to describe the Green Belt conditions prevailing.
Windfall Sites		Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Appendices

Appendix A: NPPF Requirements

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

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

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

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Halton's Local Plan Policy
Supporting High Quality Communications Infrastructure	(43) In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband.	C3: Delivery of Telecommunications Infrastructure
Delivering a Wide Choice of High Quality Homes	(47) Identify key sites which are critical to the delivery of the housing strategy over the plan period	RD1: Residential Development Allocations
Requiring Good Design	(58) Local Plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area.	CS18 - High Quality Design / GR1: Design of Development
Protecting Green Belt Land	(83) Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy	GB Temp: Green Belt Release Allocations / GB1: Control of Development in the Green Belt
	(83) Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.	CS(R)6: Green Belt / GB Temp: Green Belt Release Allocations / GB1: Control of Development in the Green Belt
Meeting the Challenge of Climate Change, Flooding and Coastal Change	(97) Consider identifying suitable areas for renewable and low-carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources.	GR5: Renewable and Low Carbon Energy
	(97) Identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.	GR5 Renewable and Low Carbon Energy
Conserving and Enhancing the Natural Environment	(117) Identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation.	HE1: Nature Conservation
Facilitating the Sustainable Use of Minerals	(143) Identify and include policies for extraction of mineral resources of local and national importance in their area.	HE11: Minerals
	(143) Define Minerals Safeguarding Areas and adopt appropriate policies in order that known locations of specific minerals resources of local and national importance are not needlessly sterilised by non-mineral development, whilst not creating a presumption that resources defined will be worked; and define Minerals Consultation Areas based on these Minerals Safeguarding Areas.	HE10: Minerals Allocations
	(143) Set out policies to encourage the prior extraction of minerals, where practicable and environmentally feasible, if it is necessary for non-mineral development to take place.	HE11: Minerals
	(143) Set out environmental criteria against which planning applications will be assessed so as to ensure that permitted operations do not have unacceptable adverse	HE11: Minerals

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Halton's Local Plan Policy
	impacts on the natural and historic environment or human health.	
	(143) Put in place policies to ensure worked land is reclaimed at the earliest opportunity, taking account of aviation safety, and that high quality restoration and aftercare of mineral sites takes place, including for agriculture, geodiversity, biodiversity, native woodland, the historic environment and recreation.	HE11: Minerals
Public Safety from major accidents	(172) Planning policies should be based on up-to-date information on the location of major accident hazards and on the mitigation of the consequences of major accidents.	CS23 – Managing Pollution and Risk

Appendix B: Core Strategy Requirements

B.1 This appendix 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 *.

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, LILA 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 C: UDP and Core Strategy Policy Analysis [

C.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
CS18	High Quality Design	Retained
CS19	Sustainable Development and Climate Change	Retained
CS20	Natural and Historic Environment	Retained
CS21	Green Infrastructure	Retained
CS22	Health and Well-Being	Retained
CS23	Managing Pollution and Risk	Retained
CS24	Waste	Retained
CS25	Minerals	Retained

Index of Unitary Development Plan (UDP) Policies		Replaced by
S1	Regeneration	CS1
S2	The Built Environment	Not saved beyond 2008
S3	The Green Environment	CS21
S4	Pollution and Health	CS23
S5	Major Accident Land Use Risk	CS23
S6	Reuse and Remediation of prev. Used or Contaminated Land	CS23
S7	Minerals and Waste	CS24, CS25
S8	Sustainable Waste Management Facilities	CS24
S9	Waste Management Facilities	Waste Plan
S10	Reducing Greenhouse Gas Emissions	CS19
S11	Renewable Energy Sources	CS19
S12	Areas at Risk from Flooding	Not saved beyond 2008
S13	Transport	CS15
S14	A New Crossing of the River Mersey	CS16
S15	Leisure and Tourism	HC7
S16	Retail Hierarchy	CS5
S17	Retail Dev.	CS5
S18	Provision of Land for Housing	CS3
S19	Provision of Land for Employment	CS4
S20	Regional Investment Sites	CS8, CS11
S21	Green Belt	CS6

S22	Unallocated Land in Urban Areas	CS26
S23	Open Countryside	GB2
S24	Sustainable Urban Extensions	CS1
S25	Planning Obligations	CS7
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
GE13	Intensifying Use of Existing Outdoor Sports and Recreation	HE4

	Provision	
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	--
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
H2	Design and Density of New Residential Development	CS3
H3	Provision of Recreational Greenspace	RD4

H4	Sheltered Housing	RD5
H5	Gypsy Sites	CS14
H6	House Extensions	GR2, RD3
H7	Conversions to Flats	GR2, RD3
H8	Non Dwelling House Uses	GR5
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
E6	Daresbury Laboratories	CS11
E7	Ditton Strategic Rail Freight Park	CS8

Appendix D: Parking Standards

Use Class	Description		Car Parking Standard	
			Town Centre	Non Town Centre
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
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
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
A4	Drinking Establishments	Public Houses/Wine Bars/Other Drinking Establishments	1 space per 8 sqm of public floor area	1 space per 5 sqm of public floor area
B1	Business	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)	
B2	General Industry	General Industry	1 space per 60 sqm	1 space per 45 sqm
B8	Storage and distribution	Storage and distribution	1 space per 100 sqm	1 space per 100 sqm
C1	Hotels	Hotels, boarding and guesthouses	1 space per bedroom including staff parking provision	1 space per bedroom including staff parking provision
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	Dwelling houses and HMO	1 bedroom	1	1
		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
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

Use Class	Description		Car Parking Standard	
			Town Centre	Non Town Centre
		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
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
-	Miscellaneous/ Sui Generis (Examples)	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

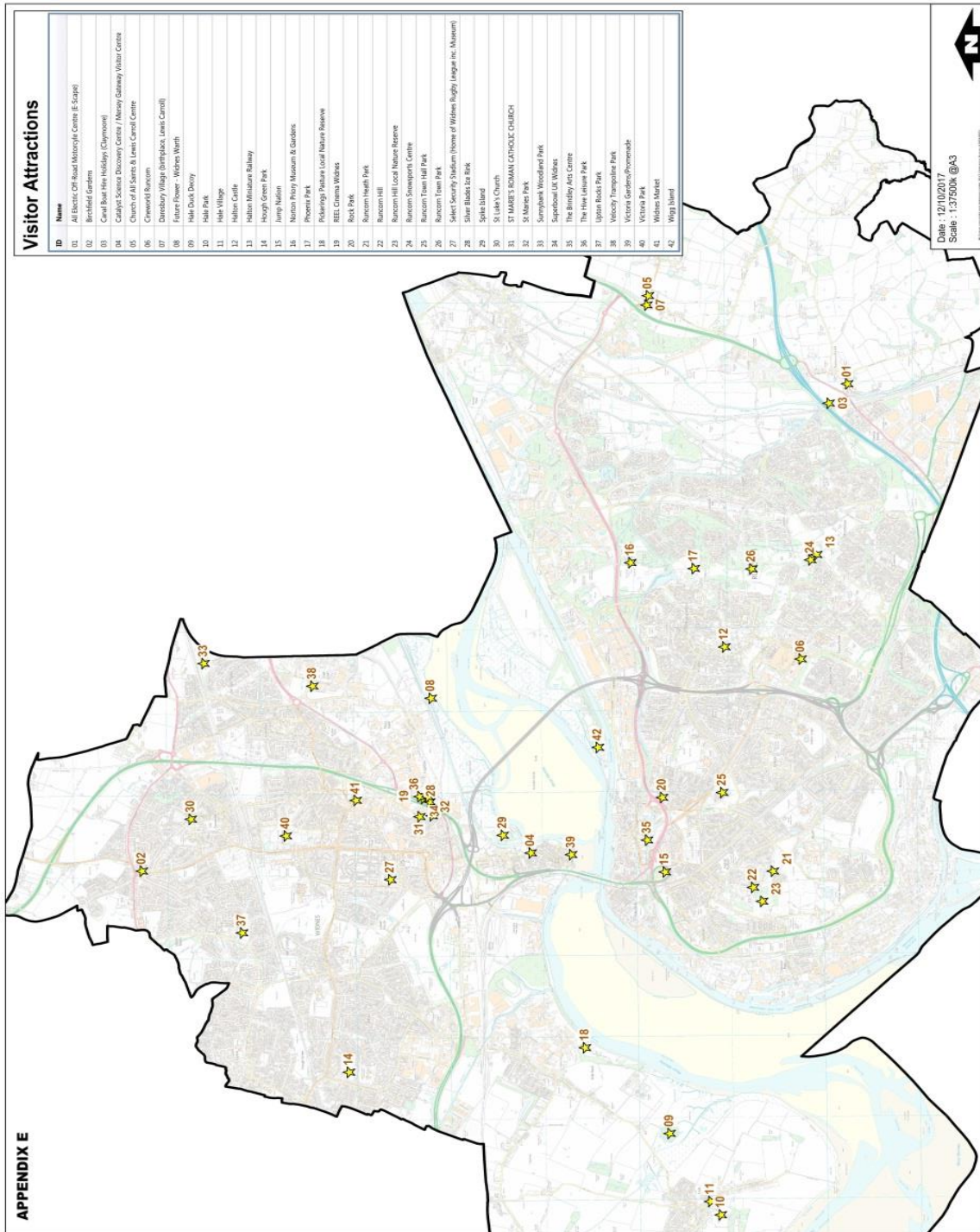
*Apartment schemes, reduction on maximum standards applicable on larger apartment schemes.

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 E: Visitor Attractions

E1 Introduction

E1.1 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 in the appendix E below.



Appendix F: Non – designated Heritage Assets and Archaeological Assets

F1. Introduction

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

F2. What are the implications of Local Listing?

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

F3. Halton Local List

- F3.1 Halton is currently considering the heritage assets that could be included on its Local List, this provides a unique opportunity for communities in partnership with Halton Borough Council, to identify heritage assets that they wish to protect at the local level.
- F3.2 The identification of buildings or groups of buildings of local interest helps to ensure that owners, developers and other interested parties are aware of their local importance and merit. In this way the Council, through the control of development or by giving advice, will seek sensitive treatment where renovations or alterations are proposed.
- F3.3 Locally listed buildings are likely to be identified in accordance with the following criteria:
- **architectural interest:** buildings which are locally important for the interest of their architectural design, decoration and craftsmanship; also important examples of particular building types and techniques, and significant plan forms
 - **historic interest:** buildings which illustrate important aspects of local social, economic, cultural or military history
 - **Social Interest:** this includes assets that are associated with distinctive communal, commemorative, symbolic or spiritual significance or associated with locally distinctive cultural heritage, such as art; literature; music; tv; or film.
 - close **historical association** with local or regional important people or events
 - **group value:** especially where buildings comprise an important architectural or historic unity or are a fine example of planning (such as squares, terraces and model villages)
- F3.4 It is possible that they will be identified in relation to the following themes that have been identified as distinctive within Halton:

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

F4. Selection Criteria

- F4.1 It is important that the Local List is robust and objective, in order to ensure that it provides a good basis for planning decisions and will stand up at planning appeal where necessary.
- F4.2 Selection criteria are essential in defining the scope of the local heritage list and should take account of the range of assets in an area. This includes recognition that local distinctiveness may lie as much in the commonplace or everyday as it does in the rare and spectacular.
- F4.3 The Council will consider the following when selecting assets to include within the local list:
- i. Age – The age of an asset may be an important criterion and the age range can be adjusted to take into account distinctive local characteristics.
 - ii. Rarity – Appropriate for all assets, as judged against local characteristics
 - iii. Aesthetic Value - the intrinsic design value of an asset relation to local styles, materials or other distinctive local characteristics
 - iv. Group Value – assets with a clear visual, design or historic relationships
 - v. Evidential Value – additional value from contemporary or historic written record
 - vi. Historic Association – links to local historic events or figures
 - vii. Archaeological interest
 - viii. Designed landscapes – landscape, parks and gardens
 - ix. Landmark status
 - x. Social and communal value – relating to places perceived as a source of local identity, distinctiveness, social interaction and coherence; often residing in intangible aspects of heritage contribution to the ‘collective memory’ of a place.
 - xi. Survival – does it survive in a substantial and recognisable form; are historic features and layout still present; does it represent a significant element in the development of the area.

F5. Can modern assets be nominated?

- F5.1 Care has to be taken in nominating assets dating to the last 30 years. This is because there has been little time for an objective and consensus view to be formed on their special interest. To be included on the list, an asset constructed in the last 30 years would therefore need to be of exceptional architectural, historic and/or townscape interest. Its special interest would also need to survive wholly intact. In line with English Heritage’s criteria for listed buildings, assets need to be over 10 years old to be eligible for inclusion.

F6. Who can nominate assets, and how?

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

F7. What happens next?

- F7.1 Once the nomination period has ended, the Council will assess the nominations and the results of the assessment will be published for consultation. The local list will be kept under review and will allow for further inclusions onto it on an ad-hoc basis. This ensures that the register is up-to-date and takes into account new information and changes in the built environment.

Buildings will be removed from the local list if they become listed on the statutory register, are demolished or due to unsympathetic works are no longer of value to warrant its inclusion on the list.

Appendix G

Monitoring Framework

1. The Monitoring Framework sets out how we will measure how successfully the policies within the Core Strategy are being implemented. Each year the Council produces an Authority Monitoring Report to specifically chart the progress of Local Plan documents and the success of their planning policies. Where policies are not achieving the desired outcome, the monitoring report will act as a prompt to consider whether further guidance is needed in a Supplementary Planning Document on the matter or if the policy approach needs to be reviewed and updated in another Local Plan. Prior to the production of the Core Strategy, the Authority Monitoring Report charted the implementation of policies from the Unitary Development Plan. As Halton’s Local Plan grows, the Authority Monitoring Report will expand to monitor progress towards the delivery of the Vision and Strategic Objectives as set out in this Core Strategy and the implementation of policies within all of Halton’s Local Plans.
2. With regards to implementation and delivery of the Core Strategy policies, the Council will proactively manage planning applications through a development management approach and allocate land through an appropriate Local Plan for Halton. The Council will seek to work with partners and land owners to pursue delivery against the Vision and Strategic Objectives of the plan, including on the Daresbury Strategic Site and West Runcorn. Where specific Local Plan documents are required to deliver the objectives of a policy, this is stated below in the implementation and delivery section, alongside the likely adoption date of the document.

Policy	Indicators	Targets <i>(All indicators will be monitored annually, unless otherwise stated)</i>	Implementation and Delivery
CS1 Halton’s Spatial Strategy	Net number of homes delivered	9,930 homes at an average annual rate of 552 net new homes until 2028	<ul style="list-style-type: none"> • Production and adoption of Delivery and Allocations Local Plan by 2014 • Development management approach
	Employment Land delivered	Target of 313ha of land available for employment development over the plan period to 2028	<ul style="list-style-type: none"> • Production and adoption of Delivery and Allocations Local Plan by 2014 • Development management approach
	Retail Floorspace delivered	57,000sqm of retail development across the three centres <ul style="list-style-type: none"> • 35,000 sqm Convenience/Comparison • 22,000 sqm Retail Warehousing 	<ul style="list-style-type: none"> • Production and adoption of Delivery and Allocations Local Plan by 2014 • Development management approach
	Delivery of development within the Key Areas of Change	Planning applications coming forward within Key Areas of Change in accordance with strategy for the area	<ul style="list-style-type: none"> • Production and adoption of SPDs for: <ul style="list-style-type: none"> • Runcorn Waterfront • West Bank • Production of Development Briefs as necessary • Development management approach.
	Controlling development within the Green Belt	Restrict general development within the Green Belt, with exceptions : <ul style="list-style-type: none"> • for the purpose of a runway extension at LJLA (subject to Delivery and Allocations Local Plan) • following a review of Green Belt boundaries around Widnes/Hale and the subsequent release of land in the Delivery & Allocations Local Plan 	<ul style="list-style-type: none"> • Green Belt Review around Widnes/Hale as part of the Delivery and Allocations Local Plan • Production and adoption of Delivery and Allocations Local Plan by 2014 • Development management approach

Policy	Indicators	Targets <i>(All indicators will be monitored annually, unless otherwise stated)</i>	Implementation and Delivery
		<ul style="list-style-type: none"> Minor infilling within the Green Belt settlements of Daresbury, Moore and Preston-on-the-Hill 	
CS2 Presumption in favour of Sustainable Development	Percentage of planning applications approved	All applications which accord with the Local Plan and the National Planning Policy Framework	<ul style="list-style-type: none"> Maintaining an up to date Local Plan Development management approach
	Percentage of planning applications decided within allotted timeframe	<ul style="list-style-type: none"> Major applications – 60% determined in 13 weeks Minor applications – 65% determined in 8 weeks Other applications – 80% determined in 8 weeks 	<ul style="list-style-type: none"> Development management approach
CS3 Housing Supply and Locational Priorities	Homes in Runcorn and Widnes	5,660 homes to be delivered in Runcorn 4,270 homes to be delivered in Widnes to 2028	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan by 2014 to ensure adequate sites exist to maintain housing land supply Annual updates of SHLAA to monitor housing land supply Development management approach
	Partial Green Belt review	Complete Green Belt review of Widnes / Hale within the early part of the plan period	<ul style="list-style-type: none"> Conduct a review of Green Belt land to inform the Delivery and Allocations Local Plan Production and adoption of Delivery and Allocations Local Plan by 2014
	Supply of available housing land	Maintain a 5 year supply of deliverable housing land, plus additional 5% buffer (moved forward from later in the plan period) <ul style="list-style-type: none"> A 5 year supply equates to 2,760 dwellings Additional 20% buffer (moved forward from later in the plan period) where there has been persistent under delivery	<ul style="list-style-type: none"> Regular updates to the Strategic Housing Land Availability Assessment (SHLAA) Production and adoption of Delivery and Allocations Local Plan by 2014
	Percentage of new and converted dwellings on previously developed land	Average of 40% of dwellings to be built on previously developed land over the plan period	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan by 2014 to ensure adequate brownfield sites exist to maintain housing land supply Annual production of housing monitoring reports to track brownfield performance Regular updates of Strategic Housing Land Availability Assessment (SHLAA) to monitor brownfield housing land supply
	Percentage of new dwellings completed at less than 30 dwellings per hectare (dph) between 30-50dph and above 50dph	Minimum density of 30dph, rising to a minimum density of 40dph in proximity to Town and Local Centres or Transport Interchanges	<ul style="list-style-type: none"> Development management approach to deliver required densities Annual production of housing monitoring reports to record densities on completed residential schemes
CS4 Employment Land Supply and Locational Priorities	Available supply of employment land	Maintain 5 year supply of sites available for employment development <ul style="list-style-type: none"> A 5 year supply equates to 72.35 ha of employment land Bring forward employment land opportunities for regeneration and	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan by 2014 which will allocate sites for employment development as they are required Annual production of Employment Land Availability reports and monitoring of planning applications

Policy	Indicators	Targets <i>(All indicators will be monitored annually, unless otherwise stated)</i>	Implementation and Delivery
		remodelling as identified in the JELPS ¹⁴¹	<ul style="list-style-type: none"> Development management approach to employment development planning applications
	Amount of completed employment floorspace by type and land type	Total hectarage of Use Class B1a), b), c), B2 and B8 development <ul style="list-style-type: none"> 80% of employment development to be delivered on brownfield land 	<ul style="list-style-type: none"> Development management approach to employment development planning applications and prioritisation of brownfield land for development
	Minimise loss of land within existing employment areas for non-employment uses	No loss of land for non-employment uses within Local Employment Areas or Regional Employment Sites	<ul style="list-style-type: none"> Confirm boundaries of Local Employment Areas and Regional Employment Sites in Delivery and Allocations Local Plan Development management approach to employment development planning applications to ensure they are located within designated employment areas
CS5 A Network of Centres	Amount of completed retail development in town centres	Total completions of retail (Convenience Goods, Comparison Goods and Retail Warehousing) floorspace in line with required floorspace as set out in policy	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan by 2014 which will allocate sites for retail development where they are required Development management approach to planning applications for retail development to steer proposals to Town Centre locations
	Completions of main town centre uses within designated centres, by type	100% of Use Class A1, A2, A3, A4, A5 and D2 completions within the Borough's Town Centres, the District Centre and Local Centres	<ul style="list-style-type: none"> Production and adoption of Runcorn Old Town SPD by 2013 Production and adoption of Widnes Town Centre SPD by 2014
	Percentage of retail development in edge-of-centre or out-of-centre locations	Minimise development outside of designated Town Centres	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan by 2014 which will allocate sites for retail development within the designated Town Centres Development management approach to planning applications for retail development to steer proposals to Town Centre locations
	Number of vacant units within Town Centre locations	Decrease vacancy levels year on year	<ul style="list-style-type: none"> Development management approach to planning applications for retail development to steer proposals to Town Centre locations Continue to work in partnership with the Council's Town Centre management officers to monitor and manage vacancy levels
	New local centres	Creation of new local centres at: <ul style="list-style-type: none"> Upton Rocks Sandymoor Daresbury Strategic Site Runcorn Waterfront West Bank 	<ul style="list-style-type: none"> Production and adoption of relevant SPDs for areas concerned to guide the design and location of the neighbourhood centres Development management approach to relevant planning applications to establish neighbourhood centres and for uses therein
CS6 Green Belt	Controlling development within the Green Belt	Restrict general development within the Green Belt, except: <ul style="list-style-type: none"> for the purpose of a runway extension at LJA (should land be removed from the Green Belt through the Delivery and Allocations Local Plan) following a review of Green Belt boundaries around Widnes/Hale and the 	Production and adoption of Delivery and Allocations Local Plan by 2014 including consideration through a Green Belt Review of: <ul style="list-style-type: none"> removal of land from the Green Belt to facilitate expansion of runway at LJA removal of land from the Green Belt around Widnes/Hale in accordance with CS1, CS3 and CS4.

¹⁴¹ BE Group (2010) Joint Employment Land and Premises Study – Appendix 11

Policy	Indicators	Targets <i>(All indicators will be monitored annually, unless otherwise stated)</i>	Implementation and Delivery
		subsequent release of land in the Delivery and Allocations Local Plan <ul style="list-style-type: none"> minor infilling within the Green Belt settlements of Daresbury, Moore and Preston-on-the-Hill 	
CS7 Infrastructure Provision	Introduction of a regime for Section 106 charges and / or a Community Infrastructure Levy (CIL) for Halton	Adoption of relevant Local Plan document (CIL Charging Schedule and / or Planning Obligations SPD) by 2014	<ul style="list-style-type: none"> Production of further guidance on securing planning gain through Halton's Local Plan
	Amount of planning gain secured	Planning gain sought on all applicable developments	<ul style="list-style-type: none"> Production of further guidance on securing planning gain through Halton's Local Plan Development management approach
	Delivery of projects detailed within associated Infrastructure Plan	In line with timescales in Infrastructure Plan	<ul style="list-style-type: none"> Production of further guidance on securing planning gain through Halton's Local Plan Development management approach to securing direct provision of infrastructure and / or contributions Working in partnership with other Council departments and the development industry to seek funding for necessary infrastructure
CS8 3MG	Delivery of employment development at the site	Total employment opportunities of 103 ha	<ul style="list-style-type: none"> Working with the Strategic Development Partner to deliver the HBC Field site and associated road and rail infrastructure
	Jobs generated by the site and percentage filled by Halton's residents	5,000 new jobs generated across whole Key Area of Change <ul style="list-style-type: none"> 60% to be filled by Halton's residents 	<ul style="list-style-type: none"> A key delivery agency will be Halton People Into Jobs Development management approach to ensure agreements are in place to require local residents to be considered first for employment opportunities
	Delivery of Western Link Road	Provision of infrastructure – in line with timescales in the Infrastructure Plan	<ul style="list-style-type: none"> Development management approach to any further planning applications necessary prior to the construction of the road
	Delivery of new rail sidings	Provision of infrastructure – in line with timescales in the Infrastructure Plan	<ul style="list-style-type: none"> Development management approach to securing direct provision of infrastructure
	Development of HBC Field Site	Approximately 93,000 sqm of rail linked B8 (warehousing) development on the 18 ha HBC Field Site	<ul style="list-style-type: none"> Development management approach to relevant planning applications
	Condition and setting of the Lovel's Hall Scheduled Monument	Improvement to the setting of Lovel's Hall Scheduled Monument	<ul style="list-style-type: none"> Development management approach to relevant planning applications Continuation of partnership working with other Council departments including those directly responsible for development at 3MG
CS9 South Widnes	Delivery of employment development across Key Area of Change	Total employment opportunities total 54 ha	<ul style="list-style-type: none"> Production and adoption of revised Widnes Waterfront SPD by 2014 Development management approach to relevant planning applications
	Delivery of retail floorspace in Widnes Town Centre	Delivery of up to: <ul style="list-style-type: none"> 25,300s qm of convenience/comparison goods retail floorspace and 19,000 sqm of retail warehousing floorspace in line with policy 	<ul style="list-style-type: none"> Production and adoption of Widnes Town Centre SPD by 2014 Development management approach to relevant planning applications
	Delivery of a new local	Provision of local centre by private	<ul style="list-style-type: none"> Production and adoption of West Bank SPD

Policy	Indicators	Targets <i>(All indicators will be monitored annually, unless otherwise stated)</i>	Implementation and Delivery
	centre at West Bank	sector guided by detail within West Bank SPD (once adopted)	by 2014 <ul style="list-style-type: none"> Development management approach to relevant planning applications
	Delivery of residential development across South Widnes Key Area of Change	Completion of 400 new dwellings across the area within the plan period, in accordance with the broad timings set out in the Core Strategy at CS1	<ul style="list-style-type: none"> Production and adoption of West Bank SPD by 2014 Production and adoption of revised Widnes Waterfront SPD by 2014 Development management approach to relevant planning applications
	Improvement in Air Quality in Widnes Town Centre	Reduction in air pollutants to within acceptable levels	<ul style="list-style-type: none"> Continue to work with other Council departments (namely Highways and Environmental Health) to improve air quality in Widnes Town Centre, particularly through the production of an Air Quality Action Plan Development management approach to relevant planning applications
CS10 West Runcorn	Delivery of employment land across the Key Area of Change	Total employment opportunities total 26 ha	<ul style="list-style-type: none"> Production and adoption of Runcorn Old Town SPD by 2012 Development management approach to relevant planning applications
	Delivery of retail floorspace	Delivery of 5,200 sqm of retail floorspace in Runcorn Old Town in line with policy	<ul style="list-style-type: none"> Production and adoption of Runcorn Waterfront SPD by 2013 Development management approach to relevant planning applications
	Delivery of residential development	Completion of 1,500 new dwellings across the area within the plan period, in accordance with the broad timings set out in the Core Strategy at CS1 <ul style="list-style-type: none"> Completion of 1,360 residential units at Runcorn Waterfront Higher number of housing units possible at Runcorn Waterfront dependent on the developer securing a secondary access. 	<ul style="list-style-type: none"> Production and adoption of Runcorn Waterfront SPD by 2013 Development management approach to relevant planning applications Provision of adequate road access to Runcorn Waterfront site.
	Redevelopment of Mersey Gateway Port (Weston Docks)	Delivery of civil waterway port with associated road and rail infrastructure within the plan period	<ul style="list-style-type: none"> Development management approach to relevant planning applications Continue to work in partnership with other Council departments responsible for bringing forward development at this location
CS11 East Runcorn	Expansion of Sci-Tech Daresbury (previously referred to as Daresbury SIC)	26 ha / approx. 72,000 sqm of employment development at Daresbury SIC in accordance with the broad timings set out in the Core Strategy at CS11	<ul style="list-style-type: none"> Development management approach to planning applications for science related development Introduction of simplified planning mechanisms/Local Development Order to accord with Enterprise Zone status
	Expansion of Daresbury Park	40ha / approx. 46,000 sqm of employment development at Daresbury Park in accordance with the broad timings set out in the Core Strategy at CS11	<ul style="list-style-type: none"> Development management approach to planning applications for business development
	Delivery of residential development	Completion of 2,800 new dwellings across the area within the plan period, in accordance with the broad timings set out in the Core Strategy at CS11 <ul style="list-style-type: none"> 1,400 dwellings at Daresbury 	<ul style="list-style-type: none"> Development management approach to planning applications for housing Implementation of principles within adopted Sandymoor SPD for housing in this location

Policy	Indicators	Targets <i>(All indicators will be monitored annually, unless otherwise stated)</i>	Implementation and Delivery
		Strategic Site <ul style="list-style-type: none"> 1,400 dwellings at Sandymoor 	
	Delivery of local centres at Daresbury Strategic Site and Sandymoor, primary school at Sandymoor, improvements to public transport in the area	In line with timescales in accompanying Infrastructure Plan	<ul style="list-style-type: none"> Development management approach with private sector delivery agencies Continue to work in partnership with the Council's School Place Planning and Provision team to establish need for a new school at East Runcorn
	Infrastructure requirements in line with Infrastructure Plan	In line with timescales in accompanying Infrastructure Plan	<ul style="list-style-type: none"> Development management approach to development where the direct or indirect provision of infrastructure will be required Continue to work in partnership with other Council Departments and the private sector to seek funding for large scale infrastructure schemes
	Conservation of Daresbury Firs and establishment of a green infrastructure network	<ul style="list-style-type: none"> Delivery of a Green Infrastructure Strategy for Daresbury Strategic Site Delivery of at least 40ha of open space 	<ul style="list-style-type: none"> Work with relevant Council departments (namely Open Space Services) to produce a Green Infrastructure Strategy for the Daresbury Strategic Site Development management approach to any planning application likely to impinge on Daresbury Firs
CS12 Housing Mix	Provision of a range of house sizes (varying number of bedrooms) and types provided across sites	Address identified imbalances from Halton SHMA (2011) on sites of 10 or more dwellings	<ul style="list-style-type: none"> The delivery agency is Homebuilders, RSLs Production and adoption of Delivery and Allocations Local Plan by 2014 which will provide further guidance on the mix of house types and sizes to be provided on specific sites
	Percentage of homes achieving Lifetime Homes Standards	85% of applicable dwellings (Excludes dwellings which come forward on sites of less than 10 dwellings)	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan by 2014
	Provision of specialist housing for the elderly	<ul style="list-style-type: none"> Allocating sites for specialist or extra-care housing to contribute to the delivery of 214 extra care units by 2017 22 extra care units for adults with learning difficulties by 2015 	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan by 2014 to assist in identifying and allocating sites which may be appropriate for extra care and supported housing Continue to work with Council departments responsible for commissioning extra-care accommodation to ensure that the Borough's needs are met Development management approach to ensure that appropriate facilities are located in the most suitable locations
	Limiting an oversupply in Residential Care Accommodation	Maintain percentage of vacant bedspaces within Residential Care Accommodation at an acceptable level of below 20%	<ul style="list-style-type: none"> Continue to work with Council departments responsible for commissioning extra-care accommodation Development management approach to ensure that proposals for Residential Care Accommodation are made aware of their potential to exacerbate an oversupply in provision
CS13 Affordable Housing	Total affordable housing completions: <ul style="list-style-type: none"> Through planning agreements on private developments By RSLs 	<ul style="list-style-type: none"> 25% residential units to be provided as affordable housing across sites of 10 or more dwellings or 0.33 ha or greater in size Maximise provision of 	<ul style="list-style-type: none"> The delivery agencies are Homebuilders and RSLs. Housing Strategy department to assist in pairing up HBC preferred RSL partners with private developers. Development management approach

Policy	Indicators	Targets <i>(All indicators will be monitored annually, unless otherwise stated)</i>	Implementation and Delivery
		<p>affordable housing by RSLs (determined by availability of public subsidy)</p> <p>Halton SHMA (2011) indicates a requirement for 891 affordable units per annum, which is unachievable given related housing delivery targets in CS1 and CS3. Therefore target is to maximise affordable housing delivery.</p>	<p>including early negotiations</p> <ul style="list-style-type: none"> Continue to work with RSLs and the Homes and Communities Agency to secure funding for the provision of affordable housing by social landlords Implementation of guidance in Affordable Housing SPD
	Percentage of affordable homes delivered on applicable schemes	<ul style="list-style-type: none"> 25% residential units to be provided as affordable housing on sites of 10 or more dwellings or 0.33ha or greater in size 100% of affordable homes to be delivered on the development site which is the subject of the affordable housing requirement 	<ul style="list-style-type: none"> Development management approach including early negotiations Implementation of guidance in Affordable Housing SPD
	Social and affordable rented units as a percentage of all affordable housing units secured from market housing developments	<ul style="list-style-type: none"> 50% social and affordable rented 50% intermediate housing 	<ul style="list-style-type: none"> Development management approach Continue to work in partnership with the Council's Housing Strategy department to deliver the desired mix of tenure types by the most appropriate RSL partners Implementation of guidance in Affordable Housing SPD
CS14 Meeting the Needs of Gypsies, Travellers and Travelling Showpeople	Net additional pitches – Gypsy, Traveller and Travelling Showpeople	Allocation of sites/extension to existing sites for Gypsies and Travellers and Travelling Showpeople	<ul style="list-style-type: none"> The delivery agencies are the Gypsy and Traveller communities and HBC (for sites to be Council owned/run) Production and adoption of Delivery and Allocations Local Plan which will allocate sites for Gypsy and Traveller pitches as required Development management approach to any planning applications for Gypsy and Traveller pitches or sites
	Total number of permanent and transit pitches	Increase in the current number of permanent pitches (40) and transit pitches (10) where there is an identified need for additional provision	<ul style="list-style-type: none"> Maintain an up to date assessment of needs through Gypsy and Traveller Accommodation Assessment (GTAA) with neighbouring authorities as appropriate. Allocate sites for additional pitches/sites
CS15 Sustainable Transport	Reduction in the number of unsustainable trips	<ul style="list-style-type: none"> Increase modal share of sustainable modes (bus, rail, cycling and walking) Number of cycle trips (157 trips annualised index, LTP Indicators 2007/08) Increase total length of cycle ways in the Borough 	<ul style="list-style-type: none"> Continue to work in partnership with relevant departments from across the Council including Highways, including to assist with funding applications necessary to deliver transport improvements Work with external partners responsible for the provision of bus services in the Borough to increase patronage, service coverage and frequency Production and adoption of Transport and Accessibility SPD by 2013 which will set standards for incorporating sustainable transport measures into development Production and adoption of Delivery and Allocations Local Plan which will safeguard new and existing routes and facilities in the Sustainable Transport Network
	Number of Travel Plans	100% for all relevant large trip	<ul style="list-style-type: none"> Continue to work in partnership with

Policy	Indicators	Targets <i>(All indicators will be monitored annually, unless otherwise stated)</i>	Implementation and Delivery
	associated with development applications for large trip generating uses	generating planning applications	<p>Council Highways Department who assist external partners with the production of Travel Plans</p> <ul style="list-style-type: none"> Development management approach ensuring that early discussions highlight the need for a Travel Plan on relevant applications
	Reinstatement of Halton Curve rail route	Increased usage of Halton Curve rail route for passenger travel within plan period	<ul style="list-style-type: none"> Continue to work in partnership with Merseytravel to seek a funding to re-open this rail line.
CS16 The Mersey Gateway Project	Delivery of the Mersey Gateway Bridge	In accordance with timings as set out in Infrastructure Plan	<ul style="list-style-type: none"> Development management approach to any further planning applications required for the Bridge and related infrastructure
	Sustainable transport use of the Silver Jubilee Bridge (SJB)	Increased usage of the SJB for sustainable transport, following the construction of the Mersey Gateway bridge	<ul style="list-style-type: none"> In partnership with Council Highways department In accordance with strategies set out within Halton Local Transport Plan 3
	Capitalising on regeneration opportunities presented by the Mersey Gateway Project	Relevant planning applications falling within the Mersey Gateway Project area and immediate surroundings	<ul style="list-style-type: none"> Adoption of West Bank and Runcorn Old Town SPDs Developing the opportunities identified in the Mersey Gateway Regeneration Strategy Development management approach to relevant planning applications
	Minimisation and mitigation of potential negative environmental impacts	<ul style="list-style-type: none"> Creation of saltmarsh nature reserve Additional nature management at Wigg Island Wider enhancements to the Upper Mersey Estuary No change in area of Mersey Estuary SPA/Ramsar 	<ul style="list-style-type: none"> Continued management of existing habitats and habitat creation in partnership with other Council departments and Natural England/Cheshire Wildlife Trust
CS17 Liverpool John Lennon Airport	Consideration of amendment to Halton's Green Belt boundaries to facilitate the runway extension at Liverpool John Lennon Airport (LJLA)	<ul style="list-style-type: none"> Amendment to Green Belt boundaries at LJLA to facilitate runway extension Adoption of Delivery and Allocations Local Plan by 2014 	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan
	Managing negative environmental and social impacts	<ul style="list-style-type: none"> Minimise noise pollution Control risks to public safety, including through extension to Public Safety Zone (PSZ) as necessary Preserve landscape value, including through delivery of extension to Coastal Reserve No change in area of Mersey Estuary SPA/Ramsar 	<ul style="list-style-type: none"> Continued monitoring by LJLA and HBC Production and adoption of Delivery and Allocations Local Plan to designate potential extension to PSZ Implementation of Planning for Risk SPD
CS18 High Quality Design	Resident satisfaction with local area	Maintain and increase current level of resident satisfaction (70.4% of people satisfied with their local area in 2009) ¹⁴²	<ul style="list-style-type: none"> Partnership approach with other Council services including implementation of the Sustainable Community Strategy (2011-2026)
	Percentage of residents feeling safe in their area after dark	Reduce level (24.4% of people think that anti-social behaviour is a problem in their local area) ⁴	<ul style="list-style-type: none"> Partnership approach with other Council services including implementation of the Sustainable Community Strategy (2011-2026)

¹⁴² HBC (2008) Place Survey - www3.halton.gov.uk/ignl/pages/86821/132699/PlaceSurveyExecSumm.pdf

Policy	Indicators	Targets <i>(All indicators will be monitored annually, unless otherwise stated)</i>	Implementation and Delivery
	Homes/commercial areas built to Building for Life / Secured by Design standards.	Increase number of developments which have regard to these standards	<ul style="list-style-type: none"> Promotion of standards through Development management approach
CS19 Sustainable Development and Climate Change	Reduction in Halton's contribution to CO ₂ production and climate change	Reduction in CO ₂ emissions per capita by 4% per annum (Baseline of 9.4 tonnes per capita in 2008) ¹⁴³	<ul style="list-style-type: none"> Partnership approach with other Council services including implementation of the Sustainable Community Strategy (2011-2026)
	Percentage of new residential development achieving Code for Sustainable Homes Level 3	Increase residential development achieving recognised Code levels: <ul style="list-style-type: none"> Code Level 3 from 2011 Code Level 4 from 2013 Code Level 6 from 2016 	<ul style="list-style-type: none"> Development management approach to any further planning applications.
	Percentage of new commercial development achieving BREEAM Very Good standards	Increase commercial development achieving recognised BREEAM standards: <ul style="list-style-type: none"> BREEAM Very Good from 2011 BREEAM Excellent from 2013 	<ul style="list-style-type: none"> Development management approach to any further planning applications
	Renewable energy capacity installed by type	Increase the capacity and number of renewable energy installations in the Borough	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan by 2014 to provide more detailed policy for renewable energy facilities and / or allocation of sites for renewable energy production Seeking opportunities within the identified Energy Priority Zones
CS20 Natural and Historic Environment	Condition of SSSIs - Percentage favourable	No decline in condition of SSSIs: <ul style="list-style-type: none"> Mersey Estuary -99.18% favourable or unfavourable but recovering at May 2012¹⁴⁴, Red Brow Cutting - 100% favourable at May 2012¹⁴⁵, Flood Brook Clough - 100% favourable at May 2012¹⁴⁶ 	<ul style="list-style-type: none"> Continued management of SSSIs in partnership with other Council departments and Natural England Development management approach to avoid any potential detrimental impact on SSSIs
	Maintaining Conservation Areas and Listed Buildings	Maintain: <ul style="list-style-type: none"> Total area designated as Conservation Areas – 93ha Number of Listed Buildings - 126 <ul style="list-style-type: none"> Grade I - 2 Grade 11* - 17 Grade 11 – 107 Number of Scheduled Monuments <ul style="list-style-type: none"> 7 Reduce percentage of Listed Buildings at risk <ul style="list-style-type: none"> 1.6% (2 Buildings – Daresbury Hall and Church 	<ul style="list-style-type: none"> Production of Conservation Area Appraisals as required

¹⁴³ CO₂ levels per capita by local authority are available at www.decc.gov.uk/en/content/cms/statistics/indicators/ni186/ni186.aspx

¹⁴⁴ Mersey Estuary SSSI Condition Summary - www.sssi.naturalengland.org.uk/Special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1001398

¹⁴⁵ Red Brow Cutting SSSI Condition Summary - www.sssi.naturalengland.org.uk/special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1005790

¹⁴⁶ Flood Brook Clough SSSI Condition Summary - www.sssi.naturalengland.org.uk/special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1002557

Policy	Indicators	Targets <i>(All indicators will be monitored annually, unless otherwise stated)</i>	Implementation and Delivery
		of the Holy Trinity, Runcorn)	
	Maintaining Landscape Character Areas (as defined by the Landscape Character Assessment) and their condition	No net loss of the Borough's landscape character	<ul style="list-style-type: none"> Development management approach and awareness of the Borough's Landscape Character
	Change in priority habitats and change in species (by type)	<ul style="list-style-type: none"> Expansion of Reedbed habitats Preservation of Saltmarsh habitats Increase in BAP species 	<ul style="list-style-type: none"> Continued management of priority habitats and species in partnership with other Council departments and Natural England
	Change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub regional or local significance	<ul style="list-style-type: none"> No change in area of Mersey Estuary SPA/ Ramsar, or three SSSIs in Halton No net loss of 47 Local Wildlife Sites 	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan by 2014 to further protect existing sites and to designate newly identified Local Wildlife Sites
CS21 Green Infrastructure	Extent of Green Infrastructure network	<ul style="list-style-type: none"> Additions to the extent and quality of the Green Infrastructure network (2009 baseline of 1,484.064 ha) Avoidance of loss of Green Infrastructure 	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan by 2014 to further protect existing sites and to allocate new sites Production of a strategy for green infrastructure in partnership with other Council departments
	Amount of developer contributions sought for improvements to the Green Infrastructure network	Maximise on relevant applications	<ul style="list-style-type: none"> Development management approach and negotiations Production of further guidance on securing planning gain through the Local Plan
	Number of greenspaces awarded the Green Flag standard	Maintain and increase the number of Green Flag award greenspaces (Baseline of 12 Green Flag awards in 2010)	<ul style="list-style-type: none"> Continued management of the Borough's open spaces by the Open Space Services department
CS22 Health and Well-Being	Improvement in life expectancy	Improvement on baseline (2008-2010) life expectancy at birth: <ul style="list-style-type: none"> Male – 75.5 years Female – 79.6 years 	<ul style="list-style-type: none"> Requiring HIA on relevant applications Integration with the Sustainable Community Strategy (2011-2026)
	Improvement in overall deprivation score as an indication of Quality of Life	An improvement in Halton's rank of 27 th most deprived local authority in the country (IMD, 2010)	<ul style="list-style-type: none"> Integration with the Sustainable Community Strategy (2011-2026)
	Percentage / number of A5 (Hot-Food Take-away) units within town, district and local centres	Number of designated frontages/centres complying with SPD policy	<ul style="list-style-type: none"> Implementation of Hot Food Takeaway SPD
	Number of applications requiring a Health Impact Assessment (HIA)	100% of large scale major development applications to undertake HIA	<ul style="list-style-type: none"> Development management approach and identification of relevant applications requiring HIA at an early stage
CS23 Managing Pollution and Risk	Development within flood zones	No highly vulnerable or more vulnerable development within Flood Zone 3 and a reduction in other uses gaining planning permission in this zone	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan to steer development away from flood zones Development management approach
	Number of planning applications in flood zones which are permitted,	None	

Policy	Indicators	Targets <i>(All indicators will be monitored annually, unless otherwise stated)</i>	Implementation and Delivery
	contrary to the advice of the Environment Agency ¹⁴⁷		
	Number of planning applications which are permitted contrary to the advice of the Environment Agency on water quality grounds	None	<ul style="list-style-type: none"> Development management approach
	Development not in accordance with Health and Safety Executive (HSE) endorsed approach for managing risk ¹⁴⁸	None	<ul style="list-style-type: none"> Continuation of partnership working with the HSE Use of Planning for Risk SPD Development management approach
	Number of potentially contaminated sites which have been subject to site investigations work/remediation	Increase in line with Brownfield Strategy for Halton	<ul style="list-style-type: none"> Applications for funding from DEFRA for remediation works
	Improvements in air quality within designated Air Quality Management Areas in the Borough	Reduction of air pollutants to within Objective levels	<ul style="list-style-type: none"> Continuation of air quality monitoring
CS24 Waste	Safeguarding of sites for the purpose of waste management	Provision of sites for waste management purposes through DPD	<ul style="list-style-type: none"> Production and adoption of the Joint Merseyside and Halton Waste Local Plan by 2013
	Capacity of new waste management facilities by waste planning authority	Increasing recovery capacity of waste facilities in the Borough	<ul style="list-style-type: none"> Production and adoption of the Joint Merseyside and Halton Waste Local Plan by 2013 Development management approach to applications for waste management facilities
	Total municipal waste ¹⁴⁹	Decrease waste going to landfill each year (45,006 tonnes, 2009/10) and decrease in total municipal waste (68,203 tonnes, 2009/10)	<ul style="list-style-type: none"> Production and adoption of the Joint Merseyside and Halton Waste Local Plan by 2013 Partnership approach with the Council's Waste and Recycling Service
CS25 Minerals	Total land won aggregates to contribute to North West regional requirement	Contribution to Merseyside/Greater Manchester/ Warrington/Halton apportionment of 4.1million tonnes of sand and gravel and 26 million tonnes of crushed rock ¹⁵⁰	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan by 2014
	Total secondary won aggregates	20% of aggregates used in construction to be from secondary or recycled sources, rising to 25% by 2021	<ul style="list-style-type: none"> Use of Code for Sustainable Homes / BREEAM standards to encourage use of recycled materials Production and adoption of Delivery and Allocations Local Plan by 2014
	Designation of sites as minerals safeguarding areas	Safeguarding of sites where there may be minerals resources, as	<ul style="list-style-type: none"> Production and adoption of Delivery and Allocations Local Plan by 2014

¹⁴⁷ Major Planning Applications where the Environment Agency has an outstanding objection on flood risk grounds - www.environment-agency.gov.uk/research/planning/33698.aspx

¹⁴⁸ Cases where local Planning Authorities were minded to grant planning permission against HSE's advice - www.hse.gov.uk/landuseplanning/cases.htm

¹⁴⁹ DEFRA Municipal Waste Statistics 2009/10 - <http://www.defra.gov.uk/statistics/environment/waste/wrfg23-wrmsannual/>

¹⁵⁰ North West Regional Aggregates Working Party - Sub-regional Apportionment of Aggregates in the North West 2001-2016

Policy	Indicators	Targets <i>(All indicators will be monitored annually, unless otherwise stated)</i>	Implementation and Delivery
	or Minerals Areas of Search	identified through evidence base.	

