

**HALTON BOROUGH COUNCIL**



*Municipal Building,  
Kingsway,  
Widnes.  
WA8 7QF*

*23 February 2022*

**TO: MEMBERS OF THE HALTON BOROUGH COUNCIL**

*You are hereby summoned to attend an Ordinary Meeting of the Halton Borough Council to be held in the Council Chamber - Town Hall, Runcorn on Wednesday, 2 March 2022 commencing at 6.30 p.m. for the purpose of considering and passing such resolution(s) as may be deemed necessary or desirable in respect of the matters mentioned in the Agenda.*

A handwritten signature in black ink, appearing to read 'David W R', is written in a cursive style.

*Chief Executive*

**-SUPPLEMENTARY AGENDA-**

**9. MATTERS REQUIRING A DECISION OF THE COUNCIL**

- f) Adoption of the Halton Delivery and Allocations Local Plan (DALP) including consequential deletion of specific Core Strategy policies and the deletion of saved Unitary Development Plan policies - **Appendix A**

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Alasdair Cross  
Halton Borough Council

Our Ref: PINS/D0650/429/5

Date: 22 February 2022

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Dear Alasdair,

**EXAMINATION OF HALTON BOROUGH COUNCIL – DELIVERY AND ALLOCATIONS LOCAL PLAN: FINAL REPORT**

Thank you for your letter. The Inspector has considered your comments in response to the fact check of the report on the local plan and has amended where appropriate.

Clearly it is now for the Council to adopt the Document at its discretion. The Inspectorate maintains a national database of Local Plans and therefore please advise the Plans Team when you adopt in order that your plan status can be updated.

We will contact you shortly to provide us with a Purchase Order Number so that we can include it on your invoice. Both the fees and expenses will be payable for all duties carried out in examining your Local Plan.

The Council should consider whether adoption could have any effect on appeals currently being considered by the Planning Inspectorate. As you know, appeals must be determined on the basis of the development plan as it exists at the time of the Inspector's (or the Secretary of State's) decision, not as it was at the time of the Council's decision. If adoption changes the policy position, the relevant Inspector(s) will need to take that into account. In addition, please ensure that your new policy position is clearly explained when submitting your Questionnaire in relation to future appeals received after adoption.

If the above circumstances apply, it would be very helpful if the Council could contact the relevant Case Officer(s) in the Planning Inspectorate dealing with any outstanding case(s) at the time of adoption.

Yours sincerely

*Matthew Giles*







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## Report to Halton Borough Council

by **Caroline Mulloy BSc (Hons) DipTP MRTPI**

and **David Troy BSc (Hons) MA MRTPI**

Inspectors appointed by the Secretary of State

Date: 22 February 2022

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Planning and Compulsory Purchase Act 2004 (as amended)

Section 20

## Report on the Examination of the Halton Delivery and Allocations Local Plan

The Plan was submitted for Examination on 5 March 2020

The Examination Hearings were held between 9 March 2021 and 17 June 2021

File Ref: PINS/D0650/429/5

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**Abbreviations used in this report**

dpa	dwellings per annum
DTC	Duty to Co-operate
GTAA	Gypsy and Traveller Accommodation Assessment
HRA	Habitat Regulations Assessment
HRS	Halton Retail Study (2017)
HRMIA	Halton Recreational Management Interim Approach
IDP	Infrastructure Delivery Plan
LEP	Local Enterprise Partnership
LCR	Liverpool City Region
LJLA	Liverpool John Lennon Airport
MEAS	Mersey Environmental Advisory Service
MM-HMA	Mid-Mersey Housing Market Area
MM	Main Modification
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
SA	Sustainability Appraisal
SAMM	Site Avoidance Mitigation Measures
SANG	Suitable Alternative Natural Greenspace
SDC	Spatial Development Strategy
SHELMA	Strategic Housing and Employment Land Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SNHP	Sub-national household projections
SNPP	Sub-national population projections
SoCG	Statement of Common Ground
SPA	Special Protection Area
UDP	Halton Unitary Development Plan (2005)
WPVA	Whole Plan Viability Assessment



## Non-Technical Summary

This report concludes that the Halton Delivery and Allocations Local Plan (Local Plan) provides an appropriate basis for the planning of the Borough provided that a number of main modifications [MMs] are made to it. Halton Borough Council has specifically requested that we recommend any MMs necessary to enable the Plan to be adopted.

Following the Hearings, the Council prepared schedules of the proposed modifications and carried out sustainability appraisal and habitats regulations assessment of them. The MMs were subject to public consultation over a six-week period. In some cases, we have amended their detailed wording and/or added consequential modifications where necessary. We have recommended their inclusion in the Plan after considering the sustainability appraisal and habitats regulations assessment and all the representations made in response to consultation on them.

The Main Modifications can be summarised as follows:

- A number of MMs are necessary to enable a conclusion of no likely significant effect at plan-making level on the qualifying features of internationally important sites (Natura 2000 sites), including the clarification that mitigation would be required on all residential proposals of 10 or more dwellings/units in relation to measures to deal with the likely significant adverse effects from recreational disturbance on qualifying features of nearby marine and estuarine environments.
- Incorporating an interim approach for Halton for strategically securing mitigation in relation to recreational disturbance and residential development in advance of any wider City Region mechanism.
- A revised housing trajectory and updated housing supply position.
- MM's to delete the proposed housing and safeguarded sites proposed around Daresbury village to retain the existing Green Belt boundary on the A56 Chester Road.
- MM's to delete four residential sites and one mixed use allocation within the Health and Safety Inner consultation zone for reasons of health and safety.
- Various amendments to site allocations to reflect revised site capacities.
- A number of other modifications to ensure that the Local Plan is positively prepared, justified, effective and consistent with national policy.

## Introduction

1. This report contains our assessment of the Local Plan in terms of Section 20(5) of the Planning and Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate. It then considers whether the Plan is compliant with the legal requirements and whether or not it is sound. The National Planning Policy Framework 2021 (paragraph 35) (NPPF) makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. The starting point for the Examination is the assumption that the local planning authority has submitted what it considers to be a sound and legally compliant plan. The Halton Delivery and Allocations Local Plan Proposed Submission Draft, August 2019, submitted in March 2020 is the basis for our Examination. It is the same document as was published for consultation in August 2019.

## Main Modifications

3. In accordance with section 20(7C) of the 2004 Act the Council requested that we should recommend any MMs necessary to rectify matters that make the Plan unsound and not legally compliant and thus incapable of being adopted. Our report explains why the recommended MMs are necessary. The MMs are referenced in bold in the report in the form **MM001**, **MM022** etc, and are set out in full in the Appendix.
4. Following the Examination Hearings, the Council prepared a schedule of proposed MMs and carried out sustainability appraisal (SA) and habitats regulations assessment (HRA) of them. The MM schedule was subject to public consultation for six weeks. We have taken account of the consultation responses in coming to our conclusions in this report and, in this light, we have made some amendments to the detailed wording of the MMs and added consequential modifications where these are necessary for consistency or clarity. None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and sustainability appraisal/habitats regulations assessment that has been undertaken. Where necessary we have highlighted these amendments in the report.

## Policies Map

5. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the submission policies map comprises the set of plans identified as DALP Policies Map Submission Version as set out in SD02.

6. The policies map is not defined in statute as a development plan document and so we do not have the power to recommend MMs to it. However, a number of the published MMs to the Local Plan's policies require further corresponding changes to be made to the policies map. In addition, there are some instances where the geographic illustration of policies on the submission policies map is not justified and changes to the policies map are needed to ensure that the relevant policies are effective.
7. These further changes to the policies map were published for consultation alongside the MMs 'Amendments to Policies Map'. In this report we identify any amendments that are needed to those further changes in the light of the consultation responses.
8. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to update the adopted policies map to include all the changes proposed in 'Amendments to Policies Map' and the further changes published alongside the MMs incorporating any necessary amendments identified in this report.

### **Context of the Plan**

9. The Local Plan will replace some of the planning policies contained in the Halton Core Strategy Local Plan (2013). Part 1 of the document contains strategic policies, updating the Core Strategy policies. Part 2 contains non-strategic policies and site allocations which will replace the saved policies of the Halton Unitary Development Plan (2005) (UDP). Core Strategy policies CS23: Managing Pollution and Risk and CS24: Waste are to be retained. The Joint Waste Local Plan (2013) provides the planning strategy for sustainable waste management to 2025.
10. The Borough comprises of the two main towns of Widnes to the north of the River Mersey and Runcorn to the south. There are also the smaller settlements of Moore, Daresbury, Preston-on-the-Hill and Hale Village. The Borough has a population of 128,432 people and lies within the core of the Liverpool City Region. Around one third of the Borough is Green Belt and the Mersey Estuary and foreshore is designated as a Special Protection Area (SPA), Ramsar site and Site of Special Scientific Interest.

### **Public Sector Equality Duty**

11. We have had due regard to the aims expressed in S149(1) of the Equality Act 2010. This has included our consideration of several matters during the Examination including the provision of traveller sites to meet need and accessible and adaptable housing. The Local Plan was accompanied by an Equality Impact Assessment (2019) [SD06] which has considered the impact of the Plan on those with protected characteristics. The analysis identifies only positive or neutral impacts. Positive impacts include improving accessibility to

services and facilities for all of those with protected characteristics and the provision of specialist housing for particular groups.

## **Assessment of Duty to Co-operate (DtC)**

12. Section 20(5)(c) of the 2004 Act requires that we consider whether the Council complied with any duty imposed on it by section 33A in respect of the Plan's preparation.
13. Halton forms part of the wider Liverpool City Region (LCR), which also comprises Knowsley, St. Helens, Sefton and Wirral as well as West Lancashire as an associate member. The LCR is a combined authority with a metro-mayor and a responsibility to prepare a Spatial Development Strategy (SDS) for the city region. In early 2020 a Spatial Planning Statement of Common Ground (SoCG) was published by the LCR authorities including Halton which sets out strategic priorities for the region including housing delivery, the strategic role of the Liverpool John Lennon Airport and the need to protect important environmental habitats.
14. Halton forms part of the 'Mid-Mersey' Housing Market Area (MM-HMA) together with St. Helens and Warrington. The constituent authorities prepared the Mid-Mersey Strategic Housing Market Assessment (SHMA) (EL026) which identified objectively assessed need for each of the three Council areas. This was subsequently followed by the Liverpool City Region Strategic Housing Market and Employment Land Market Assessment (LCR-SHELMA) (EL014) which confirmed the MM-HMA. The SHELMA identified a demographic housing need and also two economic-based scenarios for the Liverpool City Region (LCR) and its component local authorities. Consequently, the Council has worked proactively with neighbouring authorities in the preparation of a shared evidence base.
15. Since the production of the SHMAA and SHELMA the Government introduced the Standard Method for calculating housing requirements and the LCR authorities have had to reappraise the housing figure in their emerging plans. Whilst there are substantial two-way migration flows identified between Halton and the surrounding authorities, net flows are modest. It is, therefore, unlikely that any additional housing in Halton to support economic growth would have a meaningful impact on surrounding authorities.
16. The Green Belt Study employed the same methodology as used by Knowsley, Sefton and subsequently St. Helen's. Where Green Belt release has been proposed in proximity to borough boundaries, these have been subject to DtC discussions. This has resulted in some amendments to proposed Green Belt release for example close to the border with Warrington to retain the integrity of the Green Belt.
17. Given that the Local Plan involves Green Belt release to meet housing need, the Council was proactive in asking other authorities if they would be able to accommodate any of its housing need on non-Green Belt land within their areas. None of the other authorities can do so and indeed some of those

authorities' own Local Plans also involve Green Belt release. As set out in the various Statements of Common Ground (SoCG) it is agreed by the authorities within the LCR that each authority will plan to meet their own locally arising need. No neighbouring authority has raised concerns regarding the level of housing provision or the approach to Green Belt release proposed in the Local Plan or the DtC.

18. Halton worked with partners across the LCR in commissioning and completion of the LCR-SHELMA which shares economic projections which underpin the Local Enterprise Partnerships (LEP) Growth Strategy including the effects of the LEP's priority growth sectors. Each authority also provided information in relation to 'transformational' sites to feed into the LCR-SHELMA Growth Scenario. The LCR-SHELMA provides the evidence base to inform the respective local plans. Volume 2a of the LCR-SHELMA (EL015) sought to quantify the existing stock of sites across the City Region suitable for large scale B8 development whilst Volume 2b (EL016) looked at a range of further potential sites.
19. The LCR partners have not yet agreed to formally disaggregate the identified shortfall in committed supply between the districts; however, due to the advanced stage of Local Plan preparation, Halton has made its own assessment of large scale B8 uses for the Borough. Whilst this precedes the regional disaggregation, the Council has kept neighbouring authorities within the LCR region informed of its position.
20. Given the cross-boundary issues involved, the Council has worked closely with neighbouring authorities in the City Region, Natural England and other organisations in relation to habitat protection and mitigation. The Liverpool City Region Ecological Network developed by the Merseyside Environmental Advisory Service (MEAS) has assisted in providing a consistent approach to these matters across the LCR region. In particular, the Council and its partners are working closely to develop the emerging LCR Recreation Mitigation Strategy to ensure a strategic approach to the mitigation of recreational pressure on international and European Sites arising from new development. The draft Halton Interim Approach reflects the regional approach.
21. A significant cross-boundary matter is the proposed expansion at Liverpool John Lennon Airport (LJLA), the majority of which is within Liverpool, with part of the runway and the proposed Eastern Access Transport Corridor within Halton Borough. The proposed expansion is clearly identified as being of strategic importance for the LCR authorities as part of the LCR Growth Strategy (EL017) and the LCR Combined Authorities Transport Plan (EL042). The LJLA expansion proposals are reaffirmed through the respective plan-making processes in the Local Plan and the Liverpool Local Plan 2022 reflecting the cross-boundary consistency and cooperation on the airport.
22. In conclusion, we are satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the DtC has therefore been met.

## Assessment of Other Aspects of Legal Compliance

23. The Plan has been prepared in accordance with the Council's Local Development Scheme, which has been updated at various stages. The January 2020 update reflects the revised 5 March 2020 submission date. A further update to the LDS was published alongside modifications. Consultation on the Plan and the MMs was carried out in compliance with the Council's Statement of Community Involvement.
24. The Council carried out a SA of the Plan, prepared a report of the findings of the appraisal, and published the report along with the Local Plan and other submission documents under regulation 19.
25. Historic England raised concerns regarding the scoring of some of the policies and site allocations in the appraisal in relation to the effect on the SA Objective 'Cultural Heritage and Landscape'. The Council and Historic England prepared a SoCG [PSD03a] in which modifications to a number of policies are proposed to address these concerns. It also sets out a Site Allocation Heritage Impact Assessment in consultation with Historic England.
26. The proposed modifications to the various policies are discussed at the relevant sections below. Historic England confirm that these modifications address their concerns. The SA was updated to reflect the proposed changes and assess the MMs.
27. The HRA (July 2020) [SD03a] sets out that an appropriate assessment has been undertaken. It identifies that the Local Plan may have some negative impacts which require mitigation, and this mitigation has been secured through the Local Plan as modified.
28. The HRA identified that some impact pathways relating to the Mersey Estuary SPA and Ramsar, the Sefton Coast SAC and the Manchester Mosses SAC require the incorporation of further mitigation wording into the relevant policies to avoid adverse effects on site integrity. In the case of the Mersey Estuary SPA and Ramsar potential impacts may arise due to the proximity of the designated sites to development allocated in the Local Plan. In relation to the Sefton Coast additional mitigation is necessary to protect the vulnerable dune habitats and the associated specialised vegetation from recreational pressure.
29. In order to address these impacts the Council has worked with MEAS, the Liverpool City Region and Natural England. The Council and Natural England have agreed a SoCG [PSD 03d] which sets out suggested modifications to various policies in the Local Plan and the HRA itself. The Council has also prepared the Halton Recreational Management Interim Approach (HRMIA) [PDS04], in consultation with partners, in order to address recreational pressures arising from development proposed in the Local Plan until the LCR Recreational Management Strategy is adopted.

30. The HRMIA would apply to all residential schemes over 10 dwellings, and it would recognise a distinction between a core zone within 5km of protected habitats; and an outer zone beyond. Three types of mitigation would be secured including Suitable Alternative Natural Greenspaces (SANG), Site Avoidance Mitigation Measures (SAMM) and householder packs. The HRMIA identifies Halton SANG locations including Town Par, Wigg Island and Widnes Waterfront. Hale Head is identified as Halton's SAMM for the targeting of mitigation.
31. Main Modifications to Policies CS(R)1 [**MM003**], CS(R)20 [**MM016**] and HE1 [**MM037**] are required to ensure that future development proposals satisfy the requirements of the Habitat Regulations; mitigate any recreational disturbance impacts arising from developments; deliver green infrastructure approaches in all developments in accordance with the HRMIA and the LCR RMS; and ensure that development proposals adequately assess and mitigate the loss of supporting habitat. These modifications are required to ensure that the Plan is legally compliant.
32. Main Modification **MM008** is required to Policy CS(R)7 to ensure that there is sufficient wastewater treatment capacity. Main Modification **MM013** is required to Policy CS(R)17 to ensure that assessment of air quality impacts arising from proposals at LJLA are undertaken at the project level to ensure that the Local Plan is legally compliant.
33. Main Modification **MM045** is required to Policy HE7 and the supporting text to ensure that development does not have an unacceptable impact on national and international designated nature conservation sites. These modifications are necessary to meet the Habitat Regulations and to ensure that the Local Plan is legally compliant.
34. Overall, with these modifications we are satisfied that the HRA work underpinning the Plan has been carried out in accordance with the relevant legal requirements and that the policies of the Local Plan provide an appropriate framework to ensure that development would not have an adverse impact on European Protected habitats. Furthermore, the Whole Plan Viability Assessment (WPVA) takes account of the effect of any contributions towards recreational mitigation and management.
35. The Development Plan, taken as a whole, includes policies to address the strategic priorities for the development and use of land in the local planning authority's area. Furthermore, the Local Plan, includes policies designed to secure that the development and use of land in the local planning authority's area which contribute to the mitigation of, and adaptation to, climate change.
36. The Plan complies with all other relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations.

## Assessment of Soundness

### Main Issues

37. Taking account of all the representations, the written evidence and the discussions that took place at the Examination Hearings, we have identified 18 main issues upon which the soundness of this Local Plan depends. This report deals with these main issues. It does not respond to every point or issue raised by representors. Nor does it refer to every policy, policy criterion or allocation in the Plan.

### Issue 1 – Whether the spatial strategy is justified, effective and consistent with national policy

#### Spatial Strategy

38. The spatial strategy set out in Policy CS(R)1 seeks to focus development within or around Principal Towns of Runcorn and Widnes; reflecting their size, wide range of services and facilities and accessibility by a range of transport modes. Together they form the main urban areas within the Borough and provide significant opportunities to accommodate development, including remaining undeveloped land associated with the previous Runcorn New Town. However, the actual distribution of development proposed in the Local Plan is also influenced by a number of other factors that affect the availability of suitable sites, such as biodiversity, flood risk and Green Belt.
39. The spatial strategy seeks to focus on a balanced approach of prioritised urban regeneration supported by greenfield expansion in five Key Urban Regeneration Areas within or around Runcorn and Widnes. This concept builds on the Areas of Change established in the Halton Core Strategy and focuses on renewing Halton's urban landscape through the re-use of previously developed land. The areas include West Runcorn, South Widnes and Halebank and Ditton Corridor, that contain sizeable areas of previously developed land. These areas have benefitted from previous regeneration initiatives and improved accessibility arising from the opening of the Mersey Gateway Bridge and are suitable for a mix of employment and residential uses.
40. However not all of the development required over the plan period can be accommodated on previously developed land, hence the need to identify greenfield land suitable for development. East Runcorn was selected because it is on the edge of Runcorn, it is not in the Green Belt, it represents a continuation of the policy of developing housing at Sandymoor and, by incorporating the currently free standing employment areas at Daresbury Park and Daresbury Sci-Tech Campus, it creates the opportunity to expand them.
41. The built-up areas of North Widnes and Halebank cover the main areas for greenfield expansion in the Green Belt on the northern and western edge of Widnes. The Core Strategy Inspector indicated that due to the limitations on the



supply of the previously developed land and limited scope for additional infilling, a review of the Green Belt boundaries would ensure the provision of a flexible and responsive supply of housing land on brownfield and greenfield sites over the Plan period. The areas on the edge of Widnes have reasonable access to a range of local services and facilities and public transport links and were considered against a range of reasonable alternative options.

42. Outside of the Key Urban Regeneration Areas and the Towns, in the villages of Hale and Moore, smaller scale development which would be commensurate with their limited size and range of services and facilities would be accommodated within these villages.
43. Overall, Policy CS(R)1 sets out a clear and effective strategy for the location of new development and the role of the Principal Towns of Runcorn and Widnes in meeting development needs. The spatial strategy and the approach to the distribution of development in the Borough is justified by the scale of the settlements concerned, the level of services and facilities and accessibility. It will provide a good range and choice and allow for the development needs of the Borough to be met effectively.
44. Main modification **MM004** is required to ensure that the Strategic Residential and Employment sites in the Key Urban Regeneration Areas are more clearly identified in the Key Diagram (Figure 6) so that the Plan is effective.

### **Strategic approach to distribution of housing and employment between Runcorn and Widnes/Hale**

45. The Local Plan does not identify specific targets for the distribution of housing and employment between Runcorn and Widnes/Hale and some concerns were raised about the balance in the distribution and the higher proportion of housing against employment development in Runcorn and vice versa in Widnes/Hale. However, as noted above, the actual distribution of development proposed in the Plan is influenced by the availability of suitable sites having regard notably to limitations on the supply of the previously developed land, impact of biodiversity, flood risks and releasing land from the Green Belt. This approach was chosen by the Council following consideration of reasonable alternatives, consultation responses and the SA.
46. Various iterations of the SA undertaken during the preparation of the Local Plan identified benefits and disbenefits associated with the proposed strategy, against steering more development towards Runcorn or Widnes. However, the appraisal ultimately concludes that the changes to the proportions of new homes and employment between the principal towns that arise through the allocations made in the Plan would not affect its overall findings (SD07 in particular Appendix C pages 221-232). The proposed strategy would not undermine the aim of achieving sustainable patterns of development, or the vision and objectives set out in chapter 3 of the Local Plan.
47. Moreover, increasing the proportion of housing development in Widnes/Hale would require more land to be removed from the Green Belt or allocations in

high flood risk areas or that would be unsuitable for other reasons. It was reasonable for the Council to reject those alternatives, and there is no compulsion for the Plan to carry forward the previous approach in the Core Strategy of setting separate housing targets for the principal towns.

48. Furthermore, whilst it was reasonable to take localised housing needs in different parts of the Borough into account when determining the spatial strategy and deciding which sites to allocate, there is no requirement in national policy to meet needs on a settlement by settlement basis.
49. Decisions about the overall spatial strategy for an area and the broad distribution of housing and employment are ultimately based on judgements taking account of a range of factors that the local planning authority has primary responsibility for making. Thus, whilst others may have chosen a different spatial strategy for housing and employment development, that proposed through the allocations in the Local Plan is justified as it was informed by a wide range of proportionate and relevant evidence including the SA.

### **Conclusion**

50. Overall, subject to the MM set out above, the approach towards the Spatial Strategy is justified, effective and consistent with national policy.

### **Housing**

#### **Issue 2a – Whether the Local Plan has been positively prepared and whether it is justified, effective and consistent with national policy in relation to the overall provision for housing and the housing requirement?**

#### **Background**

51. The Halton Core Strategy (April 2013) (SD22) set out a housing requirement of 552 dwellings per annum (dpa), reflecting the then Regional Spatial Strategy requirement of 500 dpa plus an additional amount to reflect previous under-supply. Subsequently, the NPPF introduced the requirement for plans to quantify and then plan to meet their objectively assessed need (OAN) for housing. This resulted in the Council working together with partners in the preparation of two studies to quantify OAN.
52. The MM SHMA (EL026) identified that Halton formed part of the Mid-Mersey Housing Market Area together with Warrington and St Helens Councils. The MM SHMA considered trend-based population and household projections, migration projections, market signals, affordable housing and affordability and recommended a housing requirement of 466 dpa.
53. The subsequent LCR SHELMA (2018) (EL014/EL014a) supported the inclusion of Halton within the Mid-Mersey HMA. It was based on 2014 based Sub-National Population Projections (SNPP), rebased to reflect the 2015 mid-year

population estimates and the 2014 Sub-National Household Projections (SNHP). It identified a demographic need of 254 dpa for Halton.

54. The LCR SHELMA considered separately the potential growth in jobs, number of employees, applied adjustments for commuting, 'double jobbing' and economic activity to arrive at the number of houses needed to serve the economic projections. Utilising data from Oxford Economics it considered a baseline and a growth scenario based on aspirations in the LEP's Growth Plan (EL017). The LCR SHELMA calculated a housing need of 326 dpa for Halton founded on the economic baseline scenario and a potential need of 565 dpa based on the growth scenario.
55. Whilst the SHELMA had been commissioned at the time of the Publication Draft Local Plan (2018) (EL083) it was not sufficiently advanced to inform the preparation of the Local Plan. Consequently, the Publication Draft of the Local Plan included the 466 dpa figure recommended by the MM SHMA.

### **Local Housing Need – Standard Method (May 2018)**

56. After consultation on the Publication Draft Plan the Government introduced the Standard Method for preparing Housing Needs Assessments with the revision of the NPPF and accompanying Planning Practice Guidance (PPG) in May 2018. Paragraph 61 of the NPPF states that in setting housing requirements, authorities should be informed by a housing needs assessment using the 'standard method' unless exceptional circumstances justify an alternative approach.
57. The Council's calculation of local housing need is set out in the Housing Needs Assessment 2018 (EL096) which identifies an annual requirement of 265 dwellings including an adjustment to account for local housing affordability. The 2018 calculation forms the starting point for the housing requirement set out in Policy CS(R)3 of the submission draft Local Plan. The calculation has been undertaken in accordance with the standard methodology set out in the PPG.
58. The PPG states that local housing need calculated using the standard method may be relied upon for a period of two years from the time that a plan is submitted for Examination. Consequently, the 2018 Housing Needs Assessment forms an appropriate starting point for the calculation of the housing requirement.

### **Is a higher level of housing need than the standard method justified?**

59. Policy CS(R)3 sets out a housing requirement of 8,050 net additional dwellings for the period 2014 to 2037 or 350 dpa (net). This equates to 85 dpa above the figure produced by the 2018 standard method calculation (265 dpa).
60. The NPPF expects strategic policy making authorities to follow the standard method for assessing local housing need. The standard method uses a formula to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply. It identifies a minimum annual housing need figure - it does not produce a housing requirement figure.

61. The Planning Practice Guidance (PPG) sets out the circumstances where it is appropriate to consider whether actual housing need is higher than the standard method indicates. These include the presence of a growth strategy; strategic infrastructure improvements likely to drive an increase in homes; and taking on unmet need from neighbouring authorities. It goes on to say that there may occasionally be situations where previous levels of housing delivery in an area, or previous assessments of need (such as a recently produced Strategic Housing Market Assessment) are significantly greater than the outcome from the standard method.
62. The Housing Topic Paper (SD32) sets out the reasons for the Council proposing a higher figure than the standard method which include the presence of a Growth Deal for the Liverpool City Region and an Enterprise Zone; the presence of a recently produced SHMA, which includes a greater assessment of housing need than the standard method; and recent completion rates.
63. The Liverpool City Region LEP Strategic Economic Plan seeks to achieve GVA and jobs growth in order to increase productivity and to rebalance the economy. It identifies seven key growth sectors including the SuperPort, low carbon economy, visitor economy, advanced manufacturing, life sciences, digital and creative, and business and professional services.
64. The Liverpool City Region Growth Strategy: Building our Future outlines ambitions for economic growth over 25 years. The Growth Strategy is funded from a number of sources including: EU funding (EU Structural and Investment Funds Strategy [ESIF]); the Local Growth Fund-Growth Deal Funding from the Government; and the Strategic Investment Fund.
65. HBC Field is included as a transformational site in Halton as it is within a sector (manufacturing) which is forecast for decline in the general economic forecasts. Consequently, the jobs arising from the site would not have been captured in the baseline scenario of the SHELMA or Local Housing Need calculation.
66. Sci-Tech, Daresbury is a National Science and Innovation Campus which was established in 2006 and confirmed as an Enterprise Zone in 2012. It is home to high-tech companies in areas such as advanced engineering, digital/ICT, medical and energy and environmental technologies and is funded by Enterprise Zone Capital Grant and a proportion of European Regional Development fund. The majority of 'above-trend' jobs growth for Halton is due to the projected potential of the Sci-Tech Daresbury campus.
67. The projected economic growth arising from these transformational sites would be above that reflected in general economic projections and so will not have been captured in the standard method. It is, therefore, appropriate to take account of jobs growth from both sites within an economic uplift figure.
68. Table 1 of the Authority Monitoring Report Housing 2020 (EL101) shows an annual average of around 427 dpa (net) in the period 2010 to 2019/20. Previous levels of housing delivery have, therefore, been consistently significantly greater than the outcome of the standard method.

69. Furthermore, both the MM SHMA and the LCR SHELMA recommend a significantly higher housing requirement than the outcome of the standard method.
70. In summary, taking the above factors into account, an uplift to housing need over and above the outcome of the standard method is justified in principle and meets the provisions of paragraph 010 [Reference ID: 2a-010-20201216] of the PPG.

## **Calculation of the Housing Requirement**

71. The Council considered that it was not appropriate to use the LCR SHELMA as it has been superseded by more recent population projections and as there was a lack of transparency in terms of how the economic scenarios had been calculated. Furthermore, the transformational sites were not proceeding at the rates originally envisaged.
72. The Council, therefore, used the standard method as the starting point for the housing requirement but utilised the LCR-SHELMA to inform an appropriate uplift figure. It applied adjustments to the LCR-SHELMA Growth Scenario requirement of 565 dpa to reflect changes in population and economic growth since the LCR SHELMA was produced. The approach is set out in the Housing Topic Paper (SD32) and subsequent responses to our further questions (EX04, Matter 4a and HBC PSD16). HBC PSD16 represents the Council's final position on the issue.

## **DEMOGRAPHIC CALCULATIONS**

73. The Standard Method utilises the 2014-based household projections, as required by the PPG. However, the Council, in the Housing Topic Paper, sought to apply adjustments to the LCR-SHELMA Growth Scenario to reflect the 2016 based sub-national population projections which are lower than the 2014-based population projections reflecting changed mortality assumptions affecting older age ranges.
74. In contrast, the subsequent 2018-based population projections showed a significantly higher upward trend than previous projections, perhaps due to Unattributable Population Changes as occurred in the 2011 Census. Whilst mindful of these more recent and contradictory population projections, the PPG requires Local Housing Need to be based on 2014-based projections. Consequently, the 2018 Local Housing Need should form the demographic basis for any uplift calculations, as is now the Council's revised position.

## **ECONOMIC UPLIFT CALCULATIONS**

75. The LCR SHELMA produced two economic scenarios. The baseline scenario used a trend-based jobs growth figure of 3,800 jobs for the period 2012-37, equivalent to 3,496 jobs in the Plan period. The Growth Scenario was based on jobs growth of 12,400 jobs for the period 2012-37, equivalent to 11,408 jobs in the Plan period. The economic projections were then converted into the need for additional dwellings by making adjustments to commuting patterns, double

jobbing and employment rates. This generated a need of 326 dpa in the baseline scenario and 565 dpa in the growth scenario.

76. The difference between the baseline and growth scenario in terms of jobs growth is 7,912 jobs over the Plan period. As the baseline scenario is trend-based, we consider that this is accounted for in the local housing need calculation of housing growth.
77. The difference between the baseline and growth scenarios in terms of the number of dwellings is 239 dpa. The 239 dpa figure, therefore, represents the number of dwellings above the baseline required to support the growth scenario. The Council then adjusted this figure to reflect lower jobs growth arising from the two 'transformational sites' than originally projected.
78. HBC Field, was originally projected to deliver 600 jobs within the Local Plan period, 300 of which were been completed on Phase 1 in 2018. Due to uncertainty regarding Phase 2, only the projected jobs growth from phase 1 (300 jobs) are included in the revised jobs growth calculations as this phase was completed within the Plan period.
79. Sci-Tech, Daresbury was originally projected to deliver a total of 13,201 jobs in the Plan period. The Council together with consultants acting on behalf of the Sci-Tech Daresbury Enterprise Zone have provided revised jobs growth forecasts which are set out at page 9 of HBC PSD16. These show that around 5,061 jobs, just under half of those jobs originally projected will now be delivered in the Plan period with the remaining jobs being delivered beyond due to the site progressing more slowly and lower jobs densities.
80. It is not easy to quantify precisely when sites will come forward and jobs will be provided. However, the Council has used the floorspace delivery timetable provided by Sci-Tech and applied an average figure of 11 square metres per worker for B1a Tech developments from the Homes and Communities Agency (3<sup>rd</sup> Edition) Jobs Density (2015) to the floorspace data to calculate the potential number of jobs. It is acknowledged that the sites may not come forward exactly at the rate envisaged; however, the figures provide the most up-to-date estimate of jobs growth.
81. Taking the projected jobs growth from Sci-Tech and HBC Fields together the total jobs growth arising from the transformational sites would be 5,361, around 39% of the original job growth estimates (13,801) from the transformational sites. Applying this pro-rata to the economic uplift figure of 239 dpa ( $239 \times 39\% = 93$  dpa) suggests an uplift of around 93 dpa to the Local Housing Need figure of 265 dpa. This results in a housing requirement of 358 dpa, very close to the proposed housing requirement of 350 dpa.
82. The Council has not commissioned an update to the SHMA/SHELMA to inform the proposed uplift to the local housing need figure. However, whilst the Council has taken a relatively simple approach there is a clear correlation between the predicted transformational jobs growth and the proposed economic uplift to the local housing needs figure. Furthermore, calculating the housing land requirement for an area is not an exact science and recommissioning a full

update to the LCR SHELMA would not be consistent with the Government's move away from complex SHMA's.

83. There are a number of alternative housing requirement figures for the Borough ranging from the local housing need figure of 265 dpa, through to the LCR Growth Scenario of 565 dpa. Indeed, a site promoter has undertaken their own assessment based on the 2018-based SNHP and updated economic forecasts which concludes that the requirement should be between 344 dpa to 424 dpa. The Council's proposed housing requirement of 350 dpa lies within the range of all these forecasts. Whilst at the lower end of the range it, nevertheless, provides sufficient flexibility to enable economic growth and take account of emerging demographic forecasts.
84. The Council has exercised reasonable planning judgment in reaching the housing requirement based on proportionate evidence. The requirement sits above that indicated by the standard method and exceeds the minimum starting point and can, therefore, be considered sound.
85. The Local Plan is allocating around 180 ha of employment land which the Council acknowledges aligns with the full growth scenario set out in the LCR-SHELMA. However, the baseline economic growth should be reflected within the local housing need calculation and the transformational sites are not coming forward as quickly as originally envisaged. Furthermore, the higher employment land requirement and allocations will ensure that sufficient land is available of an appropriate scale and in the right location to respond to the market.
86. Moreover, as noted by the Core Strategy Inspector, Halton is situated within a densely populated region within short commuting distance to neighbouring towns such as Warrington and so any commuting to employment from other authorities in the region would be no less sustainable than commuting within the Borough.

### **Conclusion on Issue 2a**

87. We consider that the Plan is positively prepared, justified, effective and consistent with national policy in relation to the overall provision of housing and the housing requirement.

### **Issue 2b – Whether the Local Plan has been positively prepared and whether it is justified, effective and consistent with national policy in relation to the provision for other housing requirements and residential development?**

#### **Housing Mix and Specialist Housing (Policy CS(R)12)**

88. It is appropriate for the Local Plan to seek a range of housing to meet the varied needs of the local community reflecting paragraphs 60 and 62 of the NPPF which require that the size, type and tenure of housing needed for different groups are addressed. However, **MM009** is required to Policy CS(R)12 to clarify that the housing mix in terms of dwelling size and specialist housing would be 'encouraged' as opposed to be a requirement under part 1 of the Policy in the interests of effectiveness.

89. Part 5 of the Policy encourages the delivery of homes which meet 'Lifetime Homes' standards; however, this standard has now been superseded by the optional higher standard set out in Part M4(2) Accessible and Adaptable Dwellings Standards of the Building Regulations. This is an optional standard and the PPG [Paragraph: 002 Reference ID: 56-002-20160519] states that Local Planning Authorities have the option to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of access and the Local Planning Authorities will need to gather evidence to determine whether there is a need for additional standards in their area and justify setting appropriate policies in their Local Plans.
90. It goes on to say that based on their housing needs assessment and other available datasets it will be for local planning authorities to set out how they intend to approach demonstrating the need for Requirement M4 (2) (accessible and adaptable dwellings) and/or M4 (3) (wheelchair user dwellings) of the Building Regulations.
91. The Council draw on evidence from the SHMA which shows that, in 2014, 16.6% of the population of Halton was aged 65 or over which is slightly lower than other authorities in the Mid-Mersey area. Halton is expected to see a notable increase in the older person population with the total number of people aged 65 and over expected to increase by 63.6% at 2037. Furthermore, the SHMA highlights that there will be a 94% increase in the number of people with mobility problems.
92. It is a priority of the Housing Strategy (2013-2018) (EL028) to increase the supply of housing for older and vulnerable people and it seeks to achieve an aspirational target of a 25% increase in the number of Lifetime Homes Standard (subject to site viability). However, whilst there is high level evidence of an ageing population; no detailed analysis is available as to how this translates into the size, location and type of housing, the accessibility and adaptability of existing housing and how needs vary across tenure.
93. The additional costs associated with reaching optional Part M Building Regulations are assessed at section 8 of the WPVA. It makes an allowance for 20% of new residential development to meet Part M4(2) of the Building Regulations and 10% to meet Part M4(3) of the Building Regulations; however, it is not clear how these proportions have been determined.
94. Consequently, we do not consider that sufficient evidence is before us to justify the approach of encouraging the higher optional requirement. Nevertheless, the approach of encouraging designs of dwellings that can be adapted should they be required is appropriate. Main Modification **MM009** remedies the above concerns in order for Policy CS(R)12 and its supporting text to be justified, effective and consistent with national policy.

### **Affordable Housing (Policy CS(R)13)**

95. Policy CS(R)13 sets out a mechanism to deliver affordable homes as a proportion of the total housing on sites. The Mid-Mersey SHMA [EL026]



identifies a need of 199 affordable units per year across Halton, a substantial proportion of the overall housing requirement. This need equates to around 58 dpa year in Widnes and 61 dpa in Runcorn with a need for around 25% intermediate housing in both locations.

96. The WPVA [SD04] recognises that viability differs across the site typologies and that a blanket 25% affordable housing target across the Borough would not be deliverable. Strategic sites are likely to have higher infrastructure costs and a lower net developable area, and this is reflected in the lower percentage target of 20% on these sites. Smaller greenfield sites are the least constrained and can, therefore, support a higher requirement of 25%.
97. The Policy does not seek affordable housing on brownfield sites in recognition of challenging viability issues associated with these sites. However, reference to the brownfield sites at Part 1c of the policy is contradictory and is, therefore, relocated to the beginning of the policy. **MM010** remedies this matter to be effective.
98. The threshold above which affordable housing would be sought is set at 10 dwellings or 0.3 ha. The site size threshold does not reflect the definition of 'major development' set out in The Town and Country Planning (Development Management Procedure) (England) Order 2015 which defines major residential development as 10 or more dwellings or development on a site area of 0.5ha. **MM010** addresses this point to be consistent with national policy.
99. Part 3 of the Policy requires that affordable housing should be provided as 74% affordable or social rent and 26% intermediate, based on evidence in the Mid-Mersey SHMA. The SHMA used information relating to incomes in the Study area to estimate the proportion of households who are likely to be able to afford intermediate housing and the number for whom only social or affordable rented will be affordable.
100. The percentage split in the policy should be the starting point for the consideration of housing mix. Nevertheless, the SHMA is now somewhat dated and furthermore, there may be circumstances where varying the tenure mix may be appropriate. For example, in some locations it may be preferable to seek a particular tenure in order to address imbalances in the local supply and varying the tenure mix may improve the viability of a scheme without necessarily reducing the overall proportion of affordable housing. Consequently, it is necessary for the policy to afford some flexibility but only where demonstrated by evidence which justifies a departure from the requirement. **MM010** addresses this point for the policy and the supporting text to be effective.
101. Paragraph 65 of the NPPF requires that planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership (as part of the overall housing capacity) which is reflected in part 2 of the Policy. However, were the 10% requirement to be applied to the Council's affordable housing requirement of 20% on Strategic Housing Sites, or 25% on Greenfield sites it would not be possible to secure the 74% affordable or social rent tenure mix requirement set out in part 3 of the Policy. Consequently, there is inherent conflict in the policy as written.

102. The evidence before us points to an overwhelming predominance of need in relation to affordable housing for rent. NPPF paragraph 65, moreover, contains a caveat that 10% affordable home ownership provision should not be sought where this would 'significantly prejudice the ability to meet the identified affordable housing needs of specific groups'.
103. Applying the 10% affordable home ownership requirement would significantly prejudice the ability to meet the identified affordable housing needs of residents who can only afford to access affordable or social rented homes due to low incomes. Consequently, in these specific circumstances, we consider that a 10% blanket affordable home ownership requirement would not be justified or appropriate. **MM010** remedies this matter and instead requires homes for affordable home ownership to be provided within the intermediate proportion of affordable housing provision for effectiveness.
104. Policy CS(R)13 makes reference to 'starter homes'; however, the scheme is no longer available and so references at part 2 and part 6 of the Policy and the supporting text are deleted (**MM010**) in the interests of effectiveness and consistency with national policy.
105. In principle, affordable housing should be provided in perpetuity; however, with shared ownership or shared equity homes, the owner has the option to 'staircase' to outright ownership. Consequently, it is necessary to amend part 4 of the Policy to reflect this flexibility and **MM010** address this point to be effective. An additional change has been made to the supporting text (new paragraph after 7.90) of the Policy in response to MMs consultation to ensure consistency between the Policy and the supporting text to be effective (**MM010**).
106. In accordance with paragraph 63 of the NPPF part 5c of the Policy requires that affordable housing is provided on site unless it can be proven that on site provision is unviable. However, to reflect paragraph 63b of the NPPF it is necessary to refer to the objective of creating mixed and balanced communities and **MM010** addresses this point to be consistent with national policy.
107. An additional criterion is also necessary to reflect that custom build housing can be a source of affordable housing in the interests of effectiveness and **MM010** addresses this point.
108. The Government's policy on First Homes came into effect on 28 June 2021, pursuant to the Written Ministerial Statement of 24 May 2021. However, that Ministerial Statement explains how plans submitted for Examination before 28 June 2021 are not required to reflect First Homes policy requirements, as is the case here. In our view, review provisions and statute will provide appropriate opportunity for consideration of First Homes in time.
109. There is concern that the affordable housing mechanism would render developments unviable in an area where viability is already marginal. Indeed, the Council acknowledge that no affordable units have been delivered through the application of the predecessor Core Strategy policy due to viability issues. Nonetheless, the WPVA has assessed the Strategic Sites and a range of site typologies and has proposed a tailored approach to percentage targets.

Indeed, no affordable housing is sought on brownfield sites. Moreover, with the proposed MMs, the policy would provide sufficient flexibility to reduce the affordable housing contribution or vary the tenure mix where supported by robust evidence.

110. Although the mechanism set out in Policy CS(R)13 is unlikely to deliver the identified need for affordable housing in full there is a good track record of delivery by registered providers with around 576 affordable units having been delivered in the first six years of the Plan period, representing around 18% of all completions. Consequently, the affordable housing need is likely to be met through a combination of direct provision and the policy mechanism. With Main Modification **MM010** the policy is justified, effective and consistent with the NPPF.

### **Gypsy, Traveller and Travelling Showpeople (Policy CS(R)14 and RD2)**

111. The Cheshire East, Cheshire West, Halton and Warrington Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2018 (GTAA) (ORS) identifies the need for 4 additional pitches to meet the known need; an additional 1 pitch for households that may meet the planning definition; and a need for 12 additional pitches for Gypsy and Traveller households who do not meet the planning definition up to 2032. There is no identified need for plots for Travelling Showpeople as none were identified as living in the area. Overall, having reviewed the evidence we consider that the 2018 GTAA provides a robust assessment of need in Halton.
112. A relatively high proportion of households were not able to be interviewed resulting in 24 unknown households that may meet the planning definition. In order to estimate the future need arising from the unknown households ORS applied a net growth rate of 1.50% to the 24 unknown households to give a future need of 6 additional pitches to 2032. It then goes on to apply the ORS national average (ORS Technical Note on Population and Household Growth [2015]) of 10% which would result in a need for one additional pitch.
113. The application of a 10% standard allowance could result in an underestimate of need. We note that the proportion of households in Halton that meet the planning definition is higher (14%) than the 10% ORS national average; however, due to the small numbers involved this would also result in a need for one additional pitch and still result in a need of 5 pitches overall.
114. Policy CS(R)14 sets out a positive approach to the provision of additional pitches to meet identified need and provides a framework for the consideration of site allocations and planning applications. It requires provision for the 4 additional pitches which meet the definition of planning need and **up to** (our emphasis) 6 additional pitches for Gypsy and Traveller households that may meet the planning definition which would be 100% of the newly arising need from unknown households.
115. At our request the Council provided additional information [EX52] in relation to how the existing and proposed sites set out in Policy RD2 would meet the 5-year supply of sites and the requirement over the Plan period. This information

confirms that even including 100% (6 pitches) of the need arising from unknown households the proposed supply would represent a 143% of the 5-year requirement, equivalent to a 7.1-year supply. Adding the contribution from the 4 vacant units on the Canalside site, the total supply would rise to 13 pitches, significantly ahead of the 5-pitch requirement in the Study and the 10-pitch requirement including the 100% need arising from unknown households. Consequently, we are satisfied that both the 5-year supply and requirement to 2032 would be met by the sites identified in Policy RD2.

116. Transit provision has been made at Runcorn Transit site (GT2) which provides 12 transit pitches. It is a good facility which is well used and has resulted in a significant reduction in roadside encampments. Consequently, it is considered to meet the need for transit provision in Halton.
117. Any need arising beyond 2032 would need to be addressed as part of any local plan review. Furthermore, should any further applications for accommodation come forward in the Plan period they can be determined in accordance with the criteria in Policy CS(R)14. The proposed allocated sites to meet this need are discussed at issue 15 below.
118. **MM011** is required to CS(R)14 to ensure that any proposal conserves and enhances affected heritage assets and maintain the enjoyment of the historic environment to be effective. With **MM011** we consider that Policies CD(R)14 and RD2 provide a justified, effective approach to meeting the needs of Gypsies, Travellers and Travelling Showpeople which is consistent with national policy.

### **Custom Build Housing (Policy RD6)**

119. Policy RD6 seeks to support Custom and Self Build housing in the Borough. The need for such housing is identified in the Council's Self-Build Register. At December 2020 there were 13 entries representing demand for 14 units. Annual registrations in the first three reporting periods since the Register began point to identified need of around 3 units per annum, equating to around 69 dwellings over the Plan period.
120. As a number of sites have already been developed within the Plan period, the Council sought to assess the potential for delivery on the remaining sites over 20 dwellings in size. Applying a 5% requirement the remaining number of sites could deliver around 205 custom and self-build units over the Plan period; however, this would result in a significantly greater number of self-build units than the register indicates.
121. The Self-Build Register is the starting point for the consideration of the need and there is no analysis of how the number of registrations would translate into the requirement. Although reference was made in the hearing sessions to Build Store data which shows demand or interest for 317 units, this has not translated into interest on the register. Neither is the Build Store Data put forward in evidence nor is it explained how this secondary data has influenced the requirement.

122. There appears to be no analysis of the quality of the data on the Register. For example, of the 13 entries on the Register around 20% have also registered an interest in Warrington and around 20% have also registered an interest in Cheshire West and Chester Council so there may be duplication of interest which would reduce the Halton requirement. Furthermore, the Register shows that the majority of those on the Register would prefer a plot with other self-builders, as opposed to a plot on a larger market housing site.
123. Moreover, the Annual Monitoring Report [2020] shows that there was a total of four entries seeking a total of four plots on the register at the end of the annual accounting period 2 (Oct 2017) and there were 5 plots specifically identified as being self-build over this period. Consequently, the requirement for the period October 2017 to October 2020 was met.
124. Taking the above into account, we do not consider that the evidence supports a percentage requirement for custom/self-build housing as a proportion of housing sites.
125. **MM026**, therefore, deletes the existing criteria-based policy and replaces it with a positively worded policy to support proposals for self-build homes in locations consistent with the spatial strategy utilising the Council's self-build register as a source of evidence to determine demand. This MM is required for the policy to be justified and effective.

## Other residential policies

126. Policy RD6 sets out the approach to the consideration of dwelling alterations, extensions, conversions and replacement dwellings. It is necessary to clarify that the harmful concentration of residential conversions relates to matters of amenity and highways in part 2i of the policy. **MM024** address this point in the interests of effectiveness.
127. The overarching approach to open space and Green Infrastructure is set out in Policies CS(R)21 and Policy HE4. These policies and the updates to the Open Space Study (June 2021) are discussed at Issue 9 below. Policy RD4 sets out how the Council will approach green space provision for residential development. **MM025** is necessary to include the accessibility standard within Table RD4.1 in order for the Policy to be effective. In addition, it is necessary to clarify that contributions will be sought where there is an identified need to ensure that they are necessary and reasonably related to the development. **MM025** addresses this point to be consistent with national policy.
128. Following consultation on the MMs, a further amendment is required to part 4 of the policy to clarify the circumstances where off-site provision or financial contributions will be agreed and where a viability appraisal would be required. **MM025** addresses this matter in the interests of effectiveness.
129. Furthermore, standards for outdoor sports and playing pitches will not be included in the Playing Pitch Strategy. Hence, following consultation on the MMs, a further change is required to part 5 of the Policy to address this and

clarify that requirements for indoor and outdoor sports provision are contained in Policy HE6. **MM025** addresses this point in the interests of effectiveness.

### **Conclusion on Issue 2b**

130. Subject to the MMs set out above, the plan has been positively prepared and is justified, effective and consistent with national policy in relation to the provision for other housing requirements and residential development.

## **Employment**

### **Issue 3 – Whether the Local Plan has been positively prepared and is justified, effective and consistent with national policy in relation to employment development?**

#### **Employment land requirement**

131. Policy CS(R)4 of the Local Plan sets out the employment land requirement of approximately 180ha (gross) between 2014 and 2037. It is derived from the historic monitoring of employment completions by the Council and the LCR-SHELMA. It considered jobs led and population driven scenarios along with the continuation of past trends in take up of employment land.
132. The LCR-SHELMA employment growth calculations use forecasts from the Oxford Economic forecast model together with information from the LCR LEP and additional data from each local authority about future development projects and proposals in their respective areas. Over the period from 2012-2037, the SHELMA produces a baseline and growth scenario for each of the local authority areas.
133. For Halton, the SHELMA forecasts a growth of 3,500 full time equivalent (FTE) jobs in the baseline scenario and the 11,200 full time equivalent (FTE) jobs in the growth scenario, based largely on additional job growth from the identified transformational sites in Halton. Based on this, the SHELMA recommended an employment requirement of 131ha (net) in the baseline scenario, 142ha (net) in the growth scenario and a requirement of 223ha (gross) based on the past take up rate (HBC Hearing Statement on Employment (Matter 6)).
134. The forecasts are a starting point. It needs to be recognised that development constraints and other economic trends may well have affected these projections. The Council's Local Economy and Employment Topic Paper (SD33) outlines that, based on the historic monitoring of employment completions by the Council, there is a requirement for between 171ha (gross) (based on past take rates from 1996-2020) and 192ha (gross) (based on past take up rates from 1996-2014), including a 20% flexibility buffer and an allowance for large scale B8 development.
135. The Council chose the requirement of 180ha as the mid-point between the past take-up rates based on the historic monitoring of employment completions by the Council. Such a long term trend, which covers peaks and troughs in the

property market, provides a more robust basis than the lower forecasts from the SHELMA. It is a tempered outlook for economic performance providing flexibility and choice that is supported by the high rates of jobs growth of the last few years. Evidence shows that there has been a growth in employment of 12,000 jobs in Halton since 2014 which is broadly similar to the job growth forecast for the entire period 2012-2037 in the SHELMA Growth Scenario (ONS Business Register and Employment Survey – HBC Hearing Statement Matter 4a Appendix 2).

136. In addition, as the residual large scale B8 requirement from the SHELMA was not disaggregated by the Local Planning Authorities in the LCR, the Council made an allowance of 30ha for large scale B8 development based on an assessment of the replacement and reuse of the existing large scale B8 uses in Halton. Based on the assumptions from the SHELMA that the anticipated lifespan for large scale B8 buildings would be on average around 30-35 years before they become obsolete and would be recycled (i.e. replaced, rebuilt or refurbished), the Council's assessment looked at a range of factors, including the age, location, planning status and the recent investment activity.
137. The Council's land use monitoring showed a total of 12 large scale B8 sites in Halton covering around 78ha or 350,000 sqm of floorspace. Of these, 7 sites covering around 39ha were developed before 2002 and therefore would be over 35 years old and become potentially obsolete at the end of the Plan period. The Council's assessment identified that all of the large scale B8 sites were located in existing employment areas (3MG, Ashmoor, Manor Park and Whitehouse) to be retained for employment use in the DALP, had good road accessibility and have recent investment demonstrating market confidence in the locations. One of the sites (LIDL, Manor Park) saw recent investment in 2017, so was discounted, thus leaving around 30ha of large scale B8 to be recycled during the Plan period (SD33).
138. There was criticism about some of the assumptions used by the Council. However, the Council's approach takes into the account the availability of the existing B8 stock to serve the market demands in the short-medium term and, the lack of growth provided to serve both regional and national demand for large scale B8 development. In the absence of the disaggregation of the residual large scale B8 requirement from the SHELMA by the Local Planning Authorities in the LCR, the approach appears to be both reasonable and proportionate in the circumstances.
139. The existing supply of sites identified in the Plan provides a good range and choice of sites that would be available in the short to medium terms to serve the demand for large scale B8 uses, including a 20% flexibility buffer. It is realistic to assume that a certain proportion of the existing large scale B8 uses will be recycled in Halton during the Plan period. Whatever amount this might be, this land will only add to the existing supply of employment land available and provide a more sustainable approach to the delivery of employment land in this area. It can be monitored and if necessary, an early review of the Plan can be undertaken if required.

140. Additionally, forecasting employment land is subject to numerous variables which require a degree of caution. Consequently, even if the overall requirement was increased to 190ha as suggested as an alternative, the submitted shortfall of 10ha at approximately 5.5% of the Borough's overall requirement is unlikely to impede local or sub-regional economic growth in the short term.
141. On this basis we consider that the provision of approximately 180 ha (gross) of employment land would meet the forecast needs and strike the right balance between being aspirational and realistic.

### **Overall supply of Employment Land**

142. The Employment Annual Monitoring Report 2020 (EL102) provides the latest position on the supply of employment land that stands at 186.39ha, as of 31 July 2020, including commitments and allocations identified in Policy ED1. This would be over and above the employment land requirement set out in Policy CS(R)4.
143. The Joint Employment Land and Premises Study 2010 (EL023), Technical Site Assessments 2018 (EL069) and SA (SD07) have examined reasonable options to meet the need for additional employment land. The employment allocations in Policy ED1 will provide a range of sites in terms of type and location. The allocation at the Sci-Tech Daresbury (SEL1) will include provision for office, research and development and light industrial uses. Allocations and committed floorspace includes some specifically for general industrial and storage and distribution uses and a significant amount of land for all types of employment use. Opportunities would also exist for additional employment development to come forward under Policy ED2.
144. The proposed sites are, in general terms, deliverable and have been assessed for potential market attractiveness. Therefore, in quantitative terms the sites make adequate provision, with a reasonable degree of flexibility in supply to accommodate changing circumstances, such as the non-delivery of any of the sites. This can be reviewed on a regular basis through the AMR process to ensure that sufficient land is readily available to meet the demand for employment development during the Plan period.

### **Other Employment Policies**

145. Policy ED2 provides a positive and flexible approach to the development of employment uses in a range of locations whilst setting out appropriate criteria in relation to the potential adverse effects of such development. The Council has carried out a comprehensive assessment of the quality of existing employment sites which concludes that the vast majority perform a valuable role in the provision of employment land and premises.
146. Policies ED2 and ED3 give a suitable level of protection for such sites whilst providing reasonable flexibility to allow for redevelopment for other uses and complementary services and facilities under specific circumstances. However, **MM021** is required to Policy ED2 to ensure the policy is justified, effective and consistent with national policy in terms of assessing the future flexibility for a



range of uses as part of proposals for new economic development and to reflect the new Use Classes Order.

## Conclusion

147. Subject to the MM set out above, the Local Plan has been positively prepared and is justified, effective and consistent with national policy in relation to the approach to employment development.

## Halton's Centres

### **Issue 4 – Whether the Local Plan has been positively prepared and whether is it justified, effective and consistent with national policy in relation to Halton Centres?**

148. Halton contains three principal centres including Widnes Town Centre, Halton Lea serving Runcorn New Town and Runcorn Old Town. The regional centre of Liverpool is situated 10 miles to the west and Chester City to the south west. Warrington Town Centre, a sub-regional centre lies to the north east.

149. Policy CS(R)5 sets out a hierarchy of centres identifying Widnes and Halton Lea as Town Centres; Runcorn Old Town as a District Centre; and a series of local centres. Part 2 identifies two new centres to serve planned new developments.

150. The Halton Retail Study 2017 (HRS) identified that Widnes and Runcorn captured the majority of convenience goods expenditure arising from within the area, although there was some leakage to Warrington and some to Liverpool. In terms of comparison goods, Widnes captured the largest share of the comparison goods expenditure, followed by Warrington, Liverpool and Internet shopping. Runcorn captured less than half the expenditure of Widnes, due to poor performance in the clothes sector. Widnes also captured the largest share of bulky comparison goods expenditure.

151. The HRS identified the potential need for additional floorspace in Halton. At 2037 the HRS identified the need for around 1,429m<sup>2</sup> of convenience goods floorspace across the three centres; around 7,756m<sup>2</sup> of non-bulky comparison goods in Widnes and Runcorn (Halton Lea and Runcorn Old Town); and 5,112m<sup>2</sup> of bulky comparison goods in Widnes and Runcorn (Halton Lea and Runcorn Old Town).

152. Halton has seen some significant new retail developments in the past including Widnes Shopping Park (Phase 1); Tesco Extra (Widnes) and Bridge Retail Park in Runcorn. However, reflecting the national downward trends, plans for a new retail park development were abandoned and several high-profile stores closed. The site owners of Halton Lea (Shopping City) have also gone into administration. The only significant retail investment has come from food discounters in both Widnes and Runcorn.

153. The Local Plan is making some modest allocations across the Borough in order to meet the identified retail requirement and retain a higher proportion of retail

expenditure in the Borough. Two sites are identified in Policy HC2, TC3 (Widnes Retail Park Phase 2) and TC9 (Albert Square Car Park) which have the capacity to accommodate the majority of the retail requirement for Widnes. Three sites identified in Runcorn/Halton Lea would more than meet the requirement for this sub-area. Some of these sites are allocated for both retail and leisure or mixed retail, leisure and residential uses in order to provide flexibility for alternative uses or mixed-use schemes.

154. The centres listed in Policy CS(R)5 are designated following the Local Centres Review (2015) (EL047). Two new local centres are also proposed at South Widnes and Daresbury to support new developments in these areas. The hierarchical approach to centres is consistent with paragraph 86a of the Framework. **MM006** is necessary for the supporting text of Policy CS(R)5 to properly reflect the new Use Classes Order and to be effective.
155. Some of the proposed allocations would be brought forward by the private sector and some would be part of wider regeneration schemes led by the Council as part of a public/private partnership. Whilst the delivery of the allocations is dependent on a fragile retail sector the Local Plan, nevertheless, takes a positive approach by ensuring that suitable sites are available to meet the requirement and respond to the market.
156. Policy HC1 sets out the Council's approach to retail and other town centre uses in the town, district and local centres. Part 5 deals with proposals for retail uses at edge of centre locations. However, part 5a fails to clarify that proposals would need to demonstrate through the sequential approach that there are no appropriate town centre sites available in the *Primary Shopping Centre*. Furthermore, a new criterion is required to refer to the need for proposals to be situated in a well-connected area and within 300m of the primary shopping area to be consistent with the definition of 'edge of centre' in the glossary of the NPPF.
157. It is also necessary to amend part 6 to clarify that retail uses in out-of-centre locations will only be permitted where it is demonstrated through a sequential test that there are no appropriate sites in the *Primary Shopping Centre or edge of centre sites* available.
158. An additional criterion is required to differentiate the approach to non-retail town centre uses in edge of centre locations from the approach to retail uses to be consistent with national policy. For the same reason, a modification to part 7 to clarify that the threshold for an impact assessment is required for retail proposals outside of the Primary Shopping Area, but leisure proposals outside of the *town centre*. In addition, parts 9 and 11 require amendment to reflect the new Use Classes Order in the interests of effectiveness. Similarly, it is necessary to amend Policy HC3 to ensure that it reflects the new Use Classes Order. **MM031** and **MM032** remedy the above matters and are necessary for Policies HC1 and HC3 and the supporting text to be effective and consistent with national policy.

159. Policy HC4 sets out the Council's approach to considering applications for shop fronts, signage and advertising. **MM033** is necessary to ensure that part d of the policy is effectively worded in terms of conserving and enhancing features which contribute to the significance of heritage assets and their settings to reflect national policy.
160. Policy HC5 sets out the Council's approach to community facilities and services. Part 6 of the policy seeks to protect the Halton Hospital Campus as a key community facility whilst also providing guidance on the range of uses that would be acceptable from opportunities which may arise from the consolidation and reconfiguration of uses within the site. We consider that the range of uses are acceptable for the site. **MM034** is necessary for the policy to properly reflect the new Use Classes Order and to be effective.
161. Policy HC8 sets out the Council's approach to the consideration of applications for food and drink uses. Part 2 of the policy relating to Hot Food Takeaways lacks clarity in terms of the thresholds for the percentage of hot food takeaways that would be allowed as a proportion of the total number of units in each type of centre. **MM035** clarifies the approach in the different types of centre in the interests of effectiveness. **MM035** is also necessary for the policy to properly reflect the new Use Classes Order in order for it to be effective. Consequential amendments are necessary in the supporting text to the policy (paragraphs 11.35 and 11.36) and additional paragraphs are required to provide further clarity on how the policy will be applied. **MM035** addresses this point in the interests of effectiveness.
162. **MM036** is required to ensure that Policy HC9 properly reflects the new Use Classes Order and in order to be effective.

#### **Conclusion on Issue 4**

163. Overall, the subject to the MMs set out above, the Local Plan has been positively prepared and is justified, effective and consistent with national policy in relation to Halton's Centres.

#### **Issue 5 – Whether the approach to the alteration of the Green Belt and development within it is justified, effective and consistent with national policy?**

164. The Council has carried out a comprehensive assessment of the potential capacity to accommodate housing through the SHLAA (HBC, 2017) (EL031). The SHLAA was based on an appropriate methodology which took account of environmental and other constraints and the assessment of potential sites in light of the spatial strategy and other policies. It reaches justified conclusions in terms of housing land availability.
165. Taking into account existing commitments, there is a residual requirement of 2,515 dwellings to meet the housing land requirement. As already discussed, the SHLAA has identified a significant amount of land within the urban area to meet the housing requirement and to minimise the release of Green Belt land; however, most of this land is within Runcorn. Whilst there would be a small

surplus of housing land in the Borough as a whole (25 dwellings), without Green Belt release only 392 dwellings would be provided within Widnes/Halebank.

166. The Core Strategy Inspector considered that Runcorn and Widnes act as largely separate housing markets and as a result there would need to be a review of the Green Belt to meet the housing needs of Widnes. The Inspector supported a 57:43% split in Runcorn and Widnes respectively. As set out at Issue 1 above, we do not consider that it is necessary to set specific housing targets for each settlement. Nevertheless, we agree that Runcorn and Widnes act as largely separate housing markets. Consequently, there is a need to ensure the provision of land in Widnes to maintain its population and to meet local housing need whilst also taking account the availability of non-Green Belt land in the Borough and the availability of employment land. We consider that the proposed distribution of development in the Local Plan achieves an appropriate balance.
167. PSD025 Housing Figures (Rev2b) provides the final update of Table 4 from the Council's Exceptional Circumstances Paper (EL001). It sets out the housing supply situation for the Borough showing the 57:43% split in the Core Strategy. Whilst we do not support the use of specific settlement targets, Table 4 is nevertheless useful to illustrate the need for Green Belt release in Widnes/Hale. Based on the previous 57:43% split there would be a shortfall of around 1,130 dwellings in Widnes relying on sites only within the urban area, equivalent to around 7.5 years. Consequently, the housing need for Widnes/Hale can only realistically be met by allocating strategic sites on land currently within the Green Belt.
168. The Halton Green Belt Review 2017 (EL003) (the Green Belt Study) provided a comprehensive assessment of the contribution of areas of land to the purposes of the Green Belt. The definition of broad areas of land and specific land parcels inevitably involves an element of professional judgment, as do the conclusions regarding the contribution that a particular broad area or land parcel makes to the purposes of the Green Belt. We are satisfied that the assessment was carried out in a consistent, objective and robust manner, following an appropriate methodology.
169. The Council used the findings of the Green Belt Study as a key fact in preparing the Local Plan and identifying site allocations. The Local Plan avoids site allocations on land which makes a significant or essential contribution to Green Belt purposes. A number of the site allocations are situated on land which is identified as making a moderate contribution to Green Belt purposes. On such sites, even with suitable mitigation, despite the potential for on or off-site mitigation, significant built development would undermine one or more purpose.
170. The Council's Exceptional Circumstances Paper (EL001) examines the objectively assessed need for development and development constraints in the Borough. It also looks at other reasonable options including maximising the use of previously developed land and land within the urban area, drawing on the SHLAA. The Council has discussed the potential for other authorities to accommodate some of its housing and employment requirements and none

have stated that they would be able to do so. It concludes that there are exceptional circumstances to release land from the Green Belt.

171. The Council has focused a greater proportion of housing development in Runcorn reflecting the availability of non-Green Belt land whilst also ensuring an adequate supply of housing land to the north of the river Mersey. There is a clear need to meet the housing need in Widnes and Hale and the future need for employment land in the Borough. Furthermore, the Council has identified sites which do not make a significant or essential contribution to any of the Green Belt purposes. The approach taken by the Council is logical, justified and consistent with national policy. Consequently, due to the need to make suitable provision for housing and employment and the lack of sufficient non-Green Belt alternatives, we agree that there are exceptional circumstances to alter the Green Belt in principle.
172. Paragraph 143c of the NPPF states that when defining Green Belt boundaries, plans should where necessary, identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching beyond the Local Plan period. Policy GB2 identifies several safeguarded sites of around 155.3 hectares in total.
173. It is difficult to identify at this stage the extent of land which would be required for new development in the next Local Plan period. However, the Council consider that the 155.3ha would be equivalent to 6.3 years supply based on standard annual average requirements in the submission draft local plan and densities for employment and housing sites (paragraph 1.59 HBC Green Belt hearing statement). Taking account of the proposed deletions to the safeguarded sites in Daresbury and an amended site size at SG11, as discussed elsewhere in this Report, there would be a total of 148.4ha of land equivalent to 6 years supply of land. Whilst sites are not identified for a particular purpose the Council's Green Belt hearing statement makes it clear that they would be either for employment or housing purposes.
174. Based on the current annual average housing requirement the sites would not provide a full 15-year requirement. Whilst the safeguarded sites at Daresbury are to be deleted, these would have made a relatively small contribution to the supply of safeguarded land reducing the overall supply by only 0.3 years. In addition, the Council's calculations of Local Housing Need indicate that the Local Housing Need calculation is likely to reduce and there would be opportunities within the urban area for development. Given the healthy supply of housing land in the Local Plan period, the uncertainty of the future requirement beyond the Plan period and the great importance which the Government attaches to Green Belts, a cautious approach to the release of safeguarded land is justified.
175. On the evidence before us the identified safeguarded land provides a range of sites to accommodate housing and employment needs in the longer term beyond the Local Plan period. Furthermore, the Council has avoided safeguarded sites which make a significant or essential contribution to at least

one Green Belt purpose. Exceptional circumstances, therefore, exist to release Green Belt land to meet future development needs beyond the Plan period.

176. Land is proposed to be released from the Green Belt to the east of the Chester Road around the small village of Daresbury. The proposed eastern boundary formed by the safeguarded sites would be mainly composed of weak field boundaries and intermittent hedgerows and trees. In contrast, the current Green Belt boundary formed by the A56 Chester Road is very strong.
177. The building frontages and low walls and hedges provide an element of enclosure within the linear core of the village. However, the village has an open feel to the northern edge created by the setting of mature trees by the Church and scattered along its main street and the Vicarage is set in open grounds. In particular, the entire land to the west and south of the village, enclosed by the Chester Road contributes to the open feel of the village. There are also views across open land to the east of the village from gaps in frontages such as the field opposite the school. Rear and side gardens of properties also contribute to the openness of the Green Belt. Consequently, we consider that the rural setting forms an integral part of the character of the village and that the village cannot be considered in isolation. It, therefore, contributes to the openness of the Green Belt and should remain as 'washed over' by the Green Belt.
178. The sites are discussed in more detail below; however, given the strong supply of housing land in Runcorn taken together with site specific factors, we do not consider that exceptional circumstances exist to release land from the Green Belt in this location. The Green Belt boundary should remain as the A56 Chester Road. **MM022** and **MM055** address the site deletions in order for the Plan to be justified and consistent with national policy.
179. The village of Moore is currently within the Green Belt; however, Moore is a larger village with significant and relatively dense built development and so does not contribute to the openness of the Green Belt. Furthermore, the linear urban park to the north is more closely associated with the urban area of Runcorn. Consequently, the retention of Moore within the Green Belt would be contrary to paragraph 144 of the NPPF. A more logical and defensible boundary would be to the east of the village.
180. Land is to be released at Preston-on-the Hill to meet strategic housing need in the Local Plan period and beyond. The land is situated in one of the wider gaps between settlements and it is clear from Map 12a of the Green Belt Study that these sites perform less well in terms of the contribution the sites make to Green Belt purposes.
181. Land is to be released from the Green Belt to the north of Widnes and at Halebank. Whilst land at north east Widnes is one of the narrow gaps between settlements, the Council has selected sites which make only a partial or moderate contribution to Green Belt purposes and development is required to meet housing needs north of the River Mersey.

182. Policy CS(R)6 is a strategic policy which seeks to protect the Green Belt from inappropriate development. **MM007** is necessary to reflect paragraph 142 of the Framework which requires strategic policy makers to set out ways in which the impact of removing land from the Green Belt can be off set from compensatory improvements to the environmental quality and accessibility of remaining land.
183. Following consultation on the Main Modifications, an additional paragraph is required to the supporting text to Policy CS(R)6 to clarify the types of compensatory improvements which could be required to be consistent with the PPG. **MM007a** addresses this point to be consistent with national policy.
184. Policy GB1 sets out the approach to the consideration of development proposals in the Green Belt. It is necessary to amend part 1b to refer to burial ground and allotments to be consistent with the NPPF and **MM054** addresses this point.
185. Amendments are necessary to Policy GB2 to clarify that safeguarded land is not allocated for development at the present time to be consistent with paragraph 143 of the NPPF. Amendments are also necessary to clarify the position in terms of extensions to existing development and that development should not prejudice the future comprehensive development of safeguarded land. **MM055** addresses these points in the interests of effectiveness.
186. Following consultation on the MMs, a further change is required to paragraph 14.9 as it states that safeguarded land would be protected from development as if it were Green Belt implying that Green Belt policies would apply. **MM055a** remedies this point and clarifies that such land is safeguarded for potential future development should a future Local Plan Review deem it necessary for the policy to be effective and consistent with national policy.

### **Conclusion on Issue 5**

187. Overall, subject to the MMs set out above, the approach to the alteration of the Green Belt and development within it is justified, effective and consistent with national policy.

## **Transport and Communications**

### **Issue 6 – Whether the Local Plan is justified, effective and consistent with national policy in relation to Transport and Communications?**

#### **Sustainable Transport and Transport Networks**

188. Policy CS(R)15 outlines the Council's strategic approach to transport whilst Policy C1 sets out the framework for promoting sustainable transport options and dealing with the potential impacts of development on the transport networks. Transport assessment work has been prepared in order to assess the potential impact of Local Plan proposals on the local and strategic road network

including the Halton Local Plan Transport Modelling work (EL091) and motorway junction studies (M62 Junction 7, M56 Junction 11 and M56 Junction 12) that have been agreed with National Highways. The Infrastructure Delivery Plan 2020 (EL103) identifies strategic transport priorities and the specific infrastructure requirements for the strategic sites. Some site-specific infrastructure requirements will be identified through a transport assessment at the point of a planning application.

189. It would not be justified to assess development proposals in Policy CS(R)15 against the transport strategies and priorities in the Local Transport Plan (LTP) and the Transport Plan for Growth (TPG), which are not examined development plan documents. **MM012** would address this by removing the policy requirement for compliance with the LTP and TPG and adding additional explanatory text to Policy CS(R)15 recognising the role and objectives of the LTP and TPG which proposals should have regard to, as material considerations.
190. **MM027** is required to ensure that the approach to sustainable transport and accessibility under Parts 1 and 2 of Policy C1 is consistent with national policy and effective. As the new motorway junction scheme at Junction 11A of the M56 has been removed from National Highways Road Investment Strategy and is no longer due to go ahead in the Plan period, Policy C1 needs to be amended to reflect this change. Policy C1 needs to more clearly identify the transport hubs and potential transport hubs shown on the Policies Map and refer to air freight infrastructure, as well as water or rail freight infrastructure under Part 12 of Policy C1. **MM027** deals with these concerns and is necessary for the policy to be effective.

## Parking

191. Policy C2 sets out the Council's approach to car parking, cycle parking and motorcycle parking standards for new development. **MM028** is required to ensure that the supporting text to Policy C2 is effective in being clear that the cycle parking and motorcycle parking standards will be sought in line with the standards set out in Appendix E. **MM056** is necessary for Appendix E to be effective and consistent with national policy by ensuring that the parking standards reflect the new Use Classes Order.

## Telecommunication infrastructure

192. Policy C3 provides an appropriate policy framework for dealing with the promotion and delivery of telecommunication infrastructure in accordance with the NPPF. **MM029** is required to ensure that the approach to telecommunication infrastructure within the Green Belt under Part 2 of the Policy is consistent with national policy.

## Conclusion

193. Subject to the MMs set out above, the Local Plan is justified, effective and consistent with national policy in relation to transport and communication.



## Liverpool John Lennon Airport

### Issue 7 – Whether the Local Plan is positively prepared, justified, effective and consistent with national policy in relation to Liverpool John Lennon Airport?

#### The Importance and Purpose of the Green Belt

194. The bulk of Liverpool John Lennon Airport (LJLA) is in Liverpool rather than Halton but a proposed runway extension and an associated road extend into the Borough on land within the Green Belt. This extension, which is referred to in the Halton Core Strategy, would require a minor change to Green Belt boundaries and the possibility of this is anticipated in Policy CS17 of the Core Strategy, with an Area of Search for the runway extension in the Green Belt.
195. The part of the site currently Green Belt comprises a primarily undeveloped area of land that is partially enclosed by the airport's boundary perimeter fence and contains a mix of scrub and rough grassland. The site is bounded by the buildings and facilities associated with LJLA to the west, housing to the north and east and the River Mersey to the south. A number of runway localiser structures further reduce any intrinsic landscape value. The openness and tranquillity of the area is significantly affected by the proximity of the airport including prominent buildings and aircraft activity. The principal contributor to openness at this location is the expansive Mersey estuary. Overall, we find the modest area of land makes only a limited contribution to a sense of openness at this location.
196. The Green Belt Review concludes that the northern parcel of land proposed for inclusion within LJLA performs moderately against the purposes of Green Belt. Some parcels of land (GB079, GB221 & GB229) mainly to the south of Bailey's Lane are identified as making a relatively strong contribution to the purpose of safeguarding the countryside from encroachment.
197. In terms of safeguarding the countryside from encroachment, a relatively modest area of countryside would be developed with attendant harm in terms of physical loss of countryside. However, it does not form part of the wider fabric of cohesive countryside extending out from Liverpool. The proposal in the Plan to protect a strip of land adjacent to the Mersey would retain an element of the countryside at this location. Overall, we consider that there would be moderate harm in relation to this purpose of Green Belt.
198. In terms of the other purposes of the Green Belt, due to the small scale and contained nature of the site, it has very limited functionality in checking urban sprawl of large built-up areas and does not serve to prevent neighbouring towns merging into one another. Bailey's Lane, Hale Road and the Mersey estuary form a readily recognisable and permanent physical boundary to the east, north and south of the site, respectively.

## The Need for the Proposed Runway Development

199. In terms of need for the proposed runway development, the airport masterplan predicts a growth in passenger numbers over the period to 2050, reflecting recent trends. The forecast growth would require an operational expansion, including additional runway length (314 metres to create a 2,600 metre runway) and additional starter strips at each end of the runway for safety.
200. In terms of passenger growth, the airport operators have considered the Department for Transport's forecasts, and adjusted for local circumstances, and anticipate potential growth up to 7.8 million passengers per annum (ppa) rising to 11 million ppa by 2050. In the most recent pre-pandemic data, the airport was handling around 5 million ppa making it one of the busiest regional airports in the country. It represents a continuation of an identifiable recent trajectory of growth together with reasonable allowances to accommodate passengers within the airport's catchment that are flying from other airports due to route availability.
201. The impacts of the Covid 19 pandemic have inevitably caused some uncertainty. Initial indications, following the lifting of restrictions seems to point towards a strong demand for tourism and holiday flights, which is the core business at LJLA. However, it was recognised at the Hearing that it may take a couple of years to return to pre-pandemic passenger numbers and for projected growth to occur from that point forward, but would be well within the Plan period to 2037.
202. Overall, in our judgement, it is too early to conclude what the longer-term impacts of the pandemic will be on aviation. Prior to the pandemic there was clear evidence, including the robust York Aviation forecasts, to justify the LJLA masterplan and the approach in Policy CS(R)17. It is therefore difficult to justify leaving the airport, and key investments relating to the airport that are of sub-regional importance to the LCR, pending a Local Plan review.
203. In terms of the evidence to support the proposed runway extension, the York Aviation forecasts include the provision of long haul passenger services. There is some dispute about the realism of a sustainable business model for long haul, including value transatlantic flights and whether such services, depending on the model of aircraft used, would require the extended runway. Clearly additional runway capacity would allow for new passenger services within the wider parameters of clawing back leakage from other airports and maintaining a reasonable competitiveness and future choice at LJLA.
204. The potential of LJLA handling a greater share of the air freight market whether that be freight on longer haul flights, ad-hoc freight services or integrated cargo and logistics can be readily foreseen. Other comparable regional airports (e.g. Newcastle, Doncaster-Sheffield) are in a similar position, where runway size can accommodate the larger aircraft generally used for freight services. The opening of the LCR Superport will increase the potential for further growth in freight traffic at LJLA. Overall, based on the submissions and evidence provided (EL041, pages 30-32; CD041f, including paras 4.1-4.17], we conclude that there is justified need for a runway extension at the airport.

205. LJLA is of unique and strategic importance to the growth and regeneration of the LCR and based on the implementation of the LJLA masterplan is forecast to have significant social and economic benefits through creating an estimated 8,770 full-time equivalent jobs and £605 million (gross value added) by 2030 across the LCR (EL041f, para.6.1). The airport, which is in an area of severe deprivation, is a major employer and its expansion would enable other businesses in the area to flourish.
206. Furthermore, given the significant constraints and limited area of land available adjacent to LJLA, the Green Belt to the east of LJLA represents the only option available capable of accommodating the runway extension in this location. Overall, we are satisfied there are no reasonable alternative options to meet the requirement for the runway extension at the airport.

## Biodiversity and Air Quality

207. The site adjoins the Mersey Estuary SPA and Ramsar site and contains qualifying features (bird species) of biodiversity value. None of these environmental attributes indicates the site should not be developed subject to detailed project-specific HRA, bird surveys and mitigation. **MM013** in Policy CS(R)17 would clarify the need to protect the adjoining European Protected site and consult with the appropriate statutory bodies and we recommend it so that the Plan is justified and effective.
208. Whilst anticipated increase in air and ground traffic may impact on air quality, the Council's monitoring of nitrogen oxide and particulars (PM10), confirms air quality remains within existing UK objectives near LJLA (EL041f). However, in line with the SoCG with Natural England (PSD03d), the further assessment of the airport expansion at project level would ensure no adverse effect of atmospheric pollution on integrity of European protected sites, especially the Sefton Coast SAC. **MM013** in Policy CS(R)17 deals with this concern and we recommend it so that the Plan is justified and effective.

## Climate Change

209. Halton, like many areas, has made a climate emergency declaration such that is suggested by some that it would be detrimental for the Plan to support the runway extension and promote airport related growth. However, in terms of the Greenhouse Gas Emissions, aviation emissions are not counted as part of individual authority figures on carbon footprint and whilst the Government's Carbon Budget Order 2021 reflects a need to accelerate the reduction in carbon emissions by 2035, including the UK's contribution to international aviation, there remains little practical detail on how this is to be done.
210. In terms of what is in the remit of this Plan on carbon emissions in relation to the LJLA. The LJLA Hearing Statement and the airport masterplan (EL041) describes sustainability measures to minimise the impact on climate change. The LJLA Environmental Management Strategy indicates that the airport has implemented a range of energy saving measures and has plans to deploy photovoltaic cells on buildings and land and increased use of renewable energy. The LJLA Airport Surface Access Strategy (ASAS) (EL041e) aims to increase

the proportions of journeys by passengers and employees to the airport taken by walking, cycling and public transport. The LJLA strategy aims to deal with leakage of passenger and freight from the airport's catchment area to other airports and improve accessibility.

211. Whilst there is some scepticism about the effectiveness of this approach, the evidence presented by LJLA shows that the airport is taking steps to secure the development and the use of land that will contribute towards the mitigation of and adaptation to climate change and Policy CS(R)17 will provide an appropriate policy framework to deal with these matters. The enhancement of the attractiveness of the airport to its catchment population, combined with recent improvements at the A562 Mersey Gateway crossing, Liverpool Parkway station and the proposed Eastern Access Transport Corridor is likely to attract additional airline operators and passengers not currently flying from LJLA, thus reducing a wider need to travel.

### **Eastern Access Transport Corridor**

212. The Eastern Access Transport Corridor (EATC), whilst not directly linked to the proposed expansion of the airport, forms part of the Halton Local Transport Plan 3 (EL043) and the Liverpool City Regional Combined Authorities (CA) LCR Transport Plan 2019 (EL042) that seek to improve transport connections in this part of Halton and South Liverpool and to further support its regeneration. The recently commissioned feasibility work by the CA will allow the EATC to progress to a full business case and enable the scheme to access future national or local infrastructure funding. The inclusion of the EATC in the Plan, including its indicative line on the Policies Map, is therefore both positively prepared and justified.

### **Conclusions - Whether Exceptional Circumstances exist**

213. Overall, the site is well placed to contribute to a sustainable pattern of development and the proposed runway extension at the airport would have significant social and economic benefits that would make a significant contribution to the growth and regeneration of the LCR. Compensatory improvements can be made through improvements to the environmental quality of the area and accessibility to the open space alongside the Mersey Estuary and the Green Belt to the east of the site. These are balanced against the general absence of any specific and significant environmental harm, the moderate harm of safeguarding the countryside from encroachment and limited harm in relation to the other purposes of the Green Belt.
214. Consequently, within the context of the overall strategic considerations and the lack of reasonable alternatives, taking all of the site-specific factors into account, there are the exceptional circumstances to justify altering the Green Belt boundary in this location.
215. Policy CS(R)17 and C4 would provide an appropriate robust and comprehensive framework and the mitigation measures for dealing with the potential social and environmental impacts of the proposed expansion of LJLA, including biodiversity, air quality and climate change. Policy C4 will provide an

appropriate framework for supporting the operational needs of the airport, including amendments to the Public Safety Zone associated with the expansion of the airport and runway extension.

216. **MM013** is necessary for Policy CS(R)17 to be justified, effective and consistent with national policy, in line with the SoCG with Historic England (PSD03a), in order to ensure that the policy provides an appropriate framework for the protection of the historic environment. It would not be justified to require proposals at the airport in Policy C4 to be in accordance with the ASAS, which is not an examined development plan document. **MM030** would address this by removing the policy requirement for compliance with the ASAS and adding additional supporting text to Policy C4 recognising the objectives of the ASAS and is necessary to ensure that Policy C4 is justified and effective.

### Conclusion

217. Subject to the MMs set out above, the Local Plan is positively prepared, justified, effective and consistent with national policy in relation to Liverpool John Lennon Airport.

### Minerals

#### Issue 8 – Whether the Local Plan is justified, effective and consistent with national policy in relation to Minerals?

218. As Halton Borough Council, is a Minerals Planning Authority, the Plan deals with the matter of Minerals (Policy CS(R)25, HE10 and HE11). However, it is not a strategic issue in the Borough which contains only a limited number of small potential mineral sites, some of which are potentially sterilised by existing development. In these circumstances it is appropriate for Mineral Safeguarding Areas and Minerals Areas of Search to be identified.
219. **MM019** is required to ensure that Policy CS(R)25 is effective in terms of assessing the unacceptable adverse impacts on the integrity of geological structures under the Oil and Gas exploration stage of the Policy and more clearly defining in the supporting text the least sensitive locations in which onshore Oil and Gas exploration will be considered. **MM019** is also required to ensure that Policy CS(R)25 is effective by distinguishing between the Mineral Safeguarding Areas and Minerals Areas of Search and more clearly identifying that the criteria in Policy HE11 apply to both exploration and potential extraction of minerals and other subterranean resources.
220. **MM048** is necessary for Policy HE10 to be justified and effective to ensure that the Mineral Safeguarding Areas and Minerals Areas of Search are clearly identified. An additional change has been made in response to MMs consultation to ensure consistent with national policy relating to the approach to safeguarding mineral resources. **MM049** is necessary for Policy HE11 to be effective in order to provide flexibility in its approach, where appropriate, to the restoration of minerals workings and any enhancements required.

## Conclusion

221. Subject to the MMs set out above, the Local Plan is justified, effective and consistent with national policy in relation to Minerals.

## Natural and Historic Environment

### Issue 9 – Whether the Local Plan is justified, effective and consistent with national policy in relation to Natural and Historic Environment?

#### Natural and Historic Environment

222. Policy CS(R)20 outlines the Council's strategic approach to the natural and historic environment. **MM016** is necessary for Policy CS(R)20 to be justified, effective and consistent with national policy, in line with the SoCG with Historic England (PSD03a), in order to ensure that the policy provides an appropriate framework for assessing the potential impacts of development on the historic environment and local landscape.

223. Policies CS(R)20 and HE1 aim to protect, maintain and enhance international, nationally, regionally and locally important sites and features of the natural environment, ensuring mitigation where appropriate. The HRA of the Local Plan reviewed the approach to the mitigation of development on International Nature Conservation sites which include the Mersey Estuary SPA and Ramsar site, Dee Estuary Special Area of Conservation, Dee Estuary SPA and Ramsar site, Liverpool Bay SPA and Mersey Narrows and North Wirral Foreshore SPA and Ramsar site. **MM016** is necessary for Policy CS(R)20 to be justified, effective and consistent with national policy, in line with the advice from National England, including the SoCG (PSD03d) and their response to the MMs consultation, in order to ensure that the policy provides an appropriate framework for assessing the potential impacts of development on the natural environment and the Internationally protected European sites.

224. The HRA of the Local Plan identified that without appropriate mitigation, planned development (either alone or in combination with development elsewhere) would be likely to have a range of significant effects on a number of protected European sites, or that significant effects could not be ruled out. These include potential effects on the coastal and estuarine plants and species due to the effects of recreational disturbance on the accessible European protected sites on or near the Mersey Estuary and the coastline in the LCR arising from an increased population, and traffic emissions along the M62 adjacent to part of the Manchester Mosses SPA.

225. The HRA identified that appropriate mitigation measures would need to be in place to ensure that the proposed development can take place without a harmful impact on the integrity of the protected European sites.

226. However, Policies CS(R)20, HE1 and their supporting text need to clearly set out the appropriate mitigation measures to address the recreational disturbance on the accessible European protected sites on or near the Mersey Estuary and

the coastline in the LCR. **MM016** and **MM037** address these concerns. This will be supplemented by detailed guidance set out in the Halton Interim Recreational Mitigation Strategy (IRMS) (PSD04) and the LCR Recreational Mitigation Strategy (RMS) to be completed in the early part of the Plan period. An additional change has been made to Policy HE1 in response to MMs consultation to ensure the approach would be in line with any subsequent RMS updates for effectiveness.

227. For residential development within 5km of protected accessible coasts providing a net increase of 10 or more dwellings and certain major tourism development, financial contributions would be required towards the provision of avoidance and mitigation measures including projects for the provision of Suitable Alternative Natural Greenspace and recreational routes, access and visitor management and monitoring.
228. The HRA concludes that reliance can be placed on the mitigation provided by Policies CS(R)20 and HE1, the IRMS and the LCR RMS to adequately mitigate potential recreation pressure from development proposed by this Local Plan and that adverse effects on integrity due to recreation pressure can be ruled out on the European protected sites both alone and in combination. Natural England confirms that the proposed approach would avoid or mitigate potentially significant recreational impacts on the protected European sites arising from future development (SoCG (PSD03d)). We give particular weight to this favourable conclusion by Natural England given its statutory role and its experience of the implementation of similar mitigation strategies elsewhere.
229. On this basis, subject to the MMs, we consider that the approach in Policies CS(R)20 and HE1 would provide effective mitigation for the potential recreational impacts of residential development. **MM003** is also required for Policy CS(R)1 and its supporting text to be justified, effective and consistent with national policy to ensure direct and combination potential adverse effects resulting from increased recreational pressure on accessible European protected sites as a result of major housing and tourism development across the area is addressed in combination with Policies CS(R)20 and HE1.
230. Policy HE1 needs to give appropriate consideration and more clearly set out the approach to the Core Biodiversity Area and Nature Improvement Area identified in the LCR Ecological Framework and the Policies Map, which is amended to make a clearer distinction between the different environmental designations covered by the policies in the Plan. **MM037** addresses these concerns in the supporting text to the Policy and incorporates further changes in response to the MMs consultation under Part 8 of Policy HE1, as well as ensuring that the approach to significant development and proposals on the best and most versatile agricultural land under Part 10 of Policy HE1 is effective and consistent with national policy.
231. Policy HE2 seeks to conserve and where appropriate, enhance the historic environment. **MM038** is necessary for Policy HE2 and its supporting text to be justified, effective and consistency with national policy, in line with the SoCG with Historic England (PSD03a), in order to ensure that the policy provides an

appropriate framework for dealing with the potential impacts of development on the historic environment.

### **Waterways, Trees and Landscaping**

232. Policy HE3 provides a justified and effective basis to protect and enhance the waterways and waterfronts in the Borough including its wildlife and cultural heritage. **MM039** is necessary for Policy HE3 and its supporting text to be justified, effective and consistency with national policy, in line with the SoCG with Environment Agency (PSD03b), in order to ensure that the policy provides an appropriate framework for dealing with the potential impacts of development on the waterside and to more clearly set out the approach to Coastal Change Management Areas identified in the Local Plan.
233. Policy HE5 seeks to ensure that development conserves and enhances the woodlands, trees, hedgerows and landscape in the Borough. **MM043** is required to ensure that the presumption in favour of the retention and enhancement of existing woodlands, trees and hedgerows and the approach to landscaping as part of development proposals as well as adjacent to highway and service infrastructure is justified and effective.

### **Open Space and Green Infrastructure**

234. Policy HE4 seeks to retain, maintain and enhance the identified green infrastructure and greenspace within the Borough. The policy complements Policy CS(R)21 that outlines the Council's strategic approach for the enhancement and ongoing management of the green infrastructure network.
235. In term of evidence to support the Council's approach to identified green infrastructure and greenspace in the Borough. The submitted Halton Open Space Study June 2021 (PSD022a) only covers a quantitative update on open space and a review of the open space standards. The previous comprehensive Open Space Study 2005 (EL111) is dated. However, there has only been a relatively small increase in the population of the Borough since the preparation of the original assessment and whilst there have been some changes in the open space typologies in some areas, the latest study highlights the continued overall surplus of green infrastructure and greenspace across the Borough. Moreover, a number of proposed allocations provide key opportunities to secure meaningful greenspace in accordance with Policies RD4, HE4 and HE6.
236. The Policies Map identifies the green infrastructure and greenspace to which Policies CS(R)21, HE4 and HE6 apply. The green infrastructure and greenspace appropriately respond to the evidence in, amongst other sources, the LCR Ecological Framework provided by the Merseyside Environmental Advisory Service, Halton Landscape Character Assessment 2009 (EL054) and the Halton Open Space Study 2021 (PSD022a-c). Additional work has been undertaken by the Council during the course of the Examination, including a comprehensive Open Space assessment (PSD024), to support and more clearly define the different categories of green infrastructure and greenspace identified on the Policies Map.



237. In these circumstances, we consider that a full quantitative and qualitative update of the open space study is not required and that this approach is consistent with national policy which requires the evidence base of Local Plans to be proportionate. The submitted Open Space Study 2021 also provides adequate justification for green infrastructure and greenspace standards used in the Plan.
238. In our view the approach to the green infrastructure network is in line with the PPG which states that Local Plans should be tailored to the needs of each area. Although some criticisms have been raised regarding some areas identified as green infrastructure and greenspace through this process, in our view, the Council's approach appears to be both reasonable and proportionate in the circumstances and, in every case that has been drawn to our attention, the designation is justified.
239. Given the significant scale of development proposed in the Borough, Policy HE4 is vital in securing an appropriate dividend of amenity greenspace, parks, natural and semi-natural green space, green corridors and other greenspace, such as allotments, to support biodiversity, promote health and well-being, climate change and flood management. However, as submitted Policy HE4 is ambiguous and includes duplication which affects the policy effectiveness. **MM042** is required to set out an effective approach to green infrastructure and greenspace and more clearly define in the Policy and its supporting text, the type of green infrastructure and greenspace that would be covered by Policy HE4 in contrast to Policy HE6. Additional changes have been made in response to MMs consultation to address the effectiveness of the Policy. The Policies Map has also been amended to make a clearer distinction between the different green infrastructure and greenspace designations covered by the Policies in the Local Plan.
240. Policy HE6 seeks to retain, maintain and enhance the recreation and sports facilities as part of the local green infrastructure network within the Borough. However, as submitted Policy HE6 is ambiguous and includes duplication with Policy HE4 which affects the policy effectiveness. **MM044** is required to set out an effective approach to recreation and sports facilities, including indoor and outdoor sport provision, taking into account the particular demands and identified needs for sports and playing pitch facilities in the latest Halton Playing Pitch Strategy 2020 (PSD08a). The amended wording to Policy HE6 and its supporting text deals specifically with this issue, in line with advice from Sports England and we recommend this for effectiveness and consistency with national policy. **MM017** is also required to remove the outdoor sports facilities and formal playing fields standards in Table 10 under Policy CS(R)21 in order to be effective and consistency with national policy.
241. In addition, in order to seek contributions from developers towards the improvement of existing or the provision of new open space, recreation and sports facilities in the local green infrastructure network, there needs to be up-to-date evidence of either a quantitative or qualitative deficiency of open space, recreation and sports facilities in order to be consistent with paragraph 98 of the NPPF. Consequently, it is necessary to clarify that contributions will be sought where there is an identified need in order to ensure that they are necessary and

reasonably related to the development. Furthermore, amended wording to Policies HE4 and HE6 is necessary to reflect the exceptions test in paragraph 99 of the NPPF. **MM043** and **MM044** addresses these points and are necessary to ensure Policies HE4 and HE6 are justified, effective and consistent with national policy, with further refinements made to Policy HE6 in response to the MMs consultation to more clearly reflect the exceptions test in the NPPF.

## **Pollution, Water Management and Flood Risk**

242. Policies HE7 and HE8 seek to ensure that development does not result in pollution or nuisance which would prejudice the health and safety of communities and their environments and address land contamination issues. **MM045** and **MM046** are necessary for Policies HE7, HE8 and their supporting text to be justified, effective and consistent with national policy in terms assessing the impact on designated nature conservation sites, ensuring appropriate mitigation measures are in place in line with the Local Plan HRA and the SoCG with Natural England (PSD03d) and, more clearly setting out the approach to contaminated land affecting controlled water resources.
243. Policy HE9 seeks to avoid development in areas at risk of flooding and ensure effective sustainable drainage and water management measures are in place. **MM047** is necessary for Policy HE9 and its supporting text to be justified, effective and consistency with national policy, in terms of assessing the impact of development proposals on flood risk and water resources, in line with the SoCG with the Environment Agency (PSD03b), as well as ensuring sustainable drainage and infrastructure is delivered in a holistic and co-ordinated manner.
244. It would not be justified to assess development proposals in Policy HE9 against the thresholds and drainage discharge run-off rates in the Department for Environment, Food and Rural Affairs (DEFRA) non-technical standards for sustainable drainage systems, which is not an examined development plan document. **MM047** would address this by removing the policy requirement for compliance with the DEFRA non-technical standards and adding additional explanatory text to Policy HE9 recognising the role and objectives of the DEFRA non-technical standards which proposals should have regard to, as a material consideration.

## **Conclusion**

245. Subject to the MMs set out above, the Local Plan is justified, effective and consistent with national policy in relation to the Natural and Historic Environment.

## Design and Sustainable Development

### Issue 10 – Whether the Local Plan is justified, effective and consistent with national policy in relation to Design and Sustainable Development?

246. Policy CS(R)18 outlines the Council's strategic approach to high quality design whilst Policies GR1 and GR2 set out the framework for dealing with the potential impacts of development on the design and amenity. **MM014** and **MM050** are necessary for Policies CS(R)18, GR1 and their supporting text to be justified and effective in terms of ensuring development proposals are sufficiently flexible and adaptable to respond to the environmental needs of the Borough and are consistent with national policy.
247. Policy GR2 deals with amenity. **MM051** is necessary for Policy GR2 to be justified, effective and consistent with national policy in terms of assessing the potential impacts of development proposals on amenity.
248. Policy GR3 deals with boundary treatment. **MM052** is necessary for Policy GR3 and its supporting text to be justified and consistency with national policy in terms of the approach to proposals for boundary fences and walls.
249. Policy CS(R)19 outlines the Council's strategic approach for sustainable development and resilience to climate change whilst Policies GR1 and GR5 sets out the framework for dealing with these matters as part of major development and assessing the potential impacts of renewable energy and low carbon energy proposals.
250. **MM015** and **MM050** are necessary for Policies CS(R)19 and Part 4 of GR1 to be justified, effective and consistent with national policy, in terms of the approach to encouraging sustainable design and construction methods in major development proposals, taking into account site specific viability, and the advice in the National Design Guide and National Model Design Code on achieving resource efficiency and resilience to climate change.
251. Paragraph 7.119 of the Local Plan requires higher energy efficiency standards that are over and above those set out in National Building Regulations. However, there are no local circumstances in Halton to warrant this. **MM015** is necessary for paragraph 7.119 to be justified and effective by making it clear that these standards will be encouraged rather than required in line with Policy CS(R)19.
252. **MM053** is necessary for Policy GR5 to be justified, effective and consistent with national policy in order to ensure that the policy provides an appropriate framework for assessing the potential individual and cumulative impacts of major renewable energy and low carbon energy proposals against the wider benefits of delivering renewable and low carbon energy.

## Conclusion

253. Subject to the MMs set out above, the Local Plan is justified, effective and consistent with national policy in relation to Design and Sustainable Development.

## Housing allocations

### Issue 11 – Whether the proposed housing allocations are justified, effective and consistent with national policy?

#### Strategic sites

##### SRL1 Delph Lane West, Daresbury, Runcorn

254. The site is situated to the north-east of Runcorn and to the west of Sci-Tech, Daresbury and it was previously identified as a strategic site in the Core Strategy. It is around 19 hectares and is identified for approximately 295 dwellings reflecting the full planning permission for the site.

255. The site is within the single ownership of a volume housebuilder (other than private residential properties on Delph Lane). It is at an advanced stage of planning and all site constraints have been identified and addressed through technical work.

256. In terms of securing a sustainable pattern of development, the Section 106 obligation for the site (and part of SRL2) covers potential highway improvements including the dualling of the A558 (in part), public transport improvements, public open space, including the creation of a Linear Park and greenways.

257. Following discussion at the Hearing session and subsequent to the MMs consultation, the site capacity of SRL1 is amended to 300 dwellings and **MM022** addresses this point in the interests of effectiveness. The developer confirms that the site is viable and that the first dwellings would be completed on site in 2022 at a rate of around 50 dwellings per annum. Overall, the site is well placed to contribute to a sustainable pattern of development and contribute to housing land supply and is available and deliverable/developable.

##### SRL2 Central Housing Area, Daresbury, Runcorn

258. SRL2 comprises three main parcels of land equating to around 57 ha of land in total with a notional capacity of around 1000 dwellings. Part of the site - R32 Central Housing Area, between the canal and the railway, was previously identified as a strategic site in the Core Strategy (2013) and is identified for around 255 dwellings.

259. Half of R32 is included in an outline planning application and associated s106 obligation which also covers SRL1 for 550 dwellings, 15,000m<sup>2</sup> offices, research and development and a local centre. The remainder of SRL2 which lies outside of the outline is referred to as the 'future development phase'. It is around 13ha

and has the potential to deliver an additional 250-300 dwellings. However, the notional capacity of R32 in Policy RD1 only reflects the part of the site which has planning permission. Following consultation on the MMs, the capacity of R32 requires amendment to 500 dwellings which is addressed by **MM022** in the interests of effectiveness.

260. The part of R32 subject to the outline planning permission is at an advanced stage of planning. All site constraints have been identified and addressed and the 106 obligation covers infrastructure and mitigation requirements. Furthermore, there are no constraints which would preclude the 'future development area' coming forward. A connection over the Bridgewater Canal may be required subject to capacity studies. If it is required, the site promoter confirms that the future development would be viable even taking this into account.
261. R40 and R41 were identified as a residential allocation in the Core Strategy. The notional capacity of 339 dwellings for the sites does not directly align with the extant hybrid planning permission, which includes a maximum of 300 dwellings. Various amendments to the hybrid permission are pending determination, reflecting engineering challenges and drainage issues which would result in a total of around 259 dwellings. **MM022** addresses this point in the interests of effectiveness, following consultation on the MMs.
262. Sites R32, R40 and R41 are within the ownership of a developer and a financial viability assessment confirms that they are viable. Development of the part of R32 with planning permission is likely to follow completion of SRL1 with a build-out rate of around 50 dpa. The future development phase of R32 is likely to come forward at a later date, following on from SRL1; R40, R41 and the earlier phase of R32.
263. Parcel R84 is situated between The Office Village, Daresbury Park and the Bridgewater Canal and is identified with a notional capacity of around 417 dwellings. It was previously an employment allocation as part of Daresbury Park. However, the delivery of the park has slowed down in recent years and the site is now proposed for housing development.
264. There is a recent outline application for residential development on the eastern part of the site for 350 dwellings. In terms of securing a sustainable form of development, discussions are advanced on this part of the site and so matters of landscaping, access, open space provision including the provision of a greenspace to buffer the adjacent employment area; crossing of the railway line to SRL3 and public transport into the site are substantially resolved.
265. The landowner is keen to sell the land to a developer and on this basis, it is likely that development would commence towards the end of 2022 with a lower output in the first year and around 50dpa thereafter. Overall, strategic allocation SRL2 is in a suitable location for development, maximising the use of land within the urban area. Furthermore, it is available and deliverable/developable.

## **SRL3 Wharford Farm, Runcorn**

266. Wharford Farm, together with Sandymoor, phase 2 represents the completion of the new town areas of Runcorn. The site was previously allocated for residential development in the UDP and Core Strategy as part of the wider Daresbury Strategic Site.
267. The site is around 17.48 ha and has a notional capacity of around 300 dwellings in the submission draft plan. The site comprises two main ownerships: Homes England (R38; R39) to the north; and Peel Group (R67) around the marina to the south. The notional capacity reflected some uncertainty around the final access arrangements that will have to traverse the Bridgewater Canal and possibly the Chester-Warrington railway which may constrain the capacity of the site.
268. Homes England are at an advanced stage of preparing an outline planning application for the site. Further technical work and the ability to secure two access points enables a revised capacity of around 600 dwellings at Wharford Farm, North and Central, excluding the marina area to the south. It is necessary to amend the notional capacity in Policy RD1 to reflect the revised capacity. **MM022** addresses this point so that the policy is effective.
269. Mitigation measures have been identified within the Environmental Statement. In terms of infrastructure, a new canal bridge to serve Wharford Farm is required, along with an access through into Sandymoor South under the railway. A bus route will be provided to the site along with greenways, footpaths, bridleways and cycle routes to enable access to the site by sustainable means.
270. A viability exercise has been undertaken by Homes England to inform the phasing strategy considering the timing of infrastructure requirements. The increase in capacity can be accommodated in the local highway network subject to detailed engineering and technical works. With the assistance of Homes England, the development is anticipated to yield 50 dpa, continuing at the same rate until 2035.
271. The southern part of the site (R39) is owned by the Peel Group. The Marina will remain; however, the area of land to the north can be developed for around 57 dwellings. The site capacity reflects the retention of the marina which creates an irregular shaped site; the presence of the west coast main line railway; and the site being situated within a core biodiversity area.
272. The site has a willing landowner; however, it is likely to come forward later in the Plan period being dependent on the provision of a new access road, facilitated by the Homes England part of the site. It is anticipated that there would be a 7-year lead in time and build rate of around 30 dpa. Given the different land ownerships, R39 should be represented separately in Policy RD1 whilst retaining the SRL3 notation. **MM022** addresses this point to be effective.
273. Overall, strategic allocation SRL3 is in a suitable location for development, maximising the use of land within the urban area. Furthermore, it is available and deliverable and developable.

**SRL4 Sandymoor, Runcorn**

274. The SRL4 allocation represents the final phase of residential development in the original Sandymoor Master Plan. The sites have previously been allocated for housing development in the UDP and Core Strategy. In total the parcels of land making up SRL4 are around 40 hectares of land with a notional capacity of 734 dwellings indicated in the submission Local Plan.
275. The largest parcel of land to the south of Walsingham Drive (R29) is owned by Homes England who is preparing a planning application for the site. The site is around 16.63 hectares with a notional capacity of 349 dwellings. Measures have been identified through the Environmental Statement to ensure that any likely environmental impacts are appropriately mitigated. In addition, the site also has requirements set out within the adopted Sandymoor SPD to adhere to. An access under the railway line between SRL3 and SRL4 is proposed.
276. Detailed technical work and master planning has informed a proposed revised capacity for this particular site of 250 dwellings reflecting site constraints. This is addressed by **MM022** to be effective.
277. The site is covered by an existing s106 agreement for the wider Sandymoor area which requires the developer to make a fixed contribution per dwelling towards the required infrastructure to support development in the Sandymoor Area in order to create a sustainable development. Based on known infrastructure requirements and residential capacity the developer has confidence that the development is viable and deliverable within the Local Plan period. Development is anticipated to begin in 2023 with an annual output of around 40 dwellings per annum.
278. The remaining parcels of land (R30, R37, R31 and R79) are at various states of the planning process with some of the sites under-construction and/or with planning permission.
279. Overall, strategic allocation SRL3 is in a suitable location for development, maximising the use of land within the urban area. Furthermore, it is available and deliverable/developable.

**SRL5 Halton Lea**

280. Halton Lea is made up of a grouping of four sites situated within the urban area comprising a total of around 5.32ha with a notional capacity for around 146 dwellings. The sites are within close proximity to Halton Lea centre with excellent accessibility to public transport, services and facilities. Consequently, the sites are within a sustainable location.
281. Site R1 and R81 are situated within the Hallwood Park neighbourhood and have become available due to the closure of a public house and the reconfiguration of a road junction. A planning application, including a recent one for 27 apartments on R1, the site of a former public house, shows the willingness of the landowner to bring the site to the market.

282. R80 is constrained by the steep bank and road; however, the capacity of the site reflects this, and the wooded embankment provides the opportunity to buffer any future development from road noise. Access to R80 would need to come through site R1. Whilst development would result in the loss of open space allocated in the UDP, the neighbourhood is well served by public open space. Within the Council's ownership, it is anticipated that once formal allocation is confirmed the Council would seek a resolution to dispose of the site and/or be promoted by the major projects team.
283. R81 is situated behind the ambulance station to the south of the hospital. Glen Local Wildlife site to the south is to be retained. No prohibitive constraints have been identified and there has been some planning activity in the past.
284. R2 is situated to the east of Kestrel's Way and is the site of a former district heating plant. Due to the topography, the northern part of the site is most likely to be developed. The site is owned by Homes England which will assist in bringing the site to market.
285. The deliverability of some of these sites has been questioned; however, whilst the sites may not attract volume housebuilders, they are likely to be of interest to smaller housebuilders and Registered Social Landowners. The allocation of SRL5 will provide greater certainty and incentivise owners to bring them to the market. The sites are phased later in the housing trajectory accordingly.
286. Overall, strategic allocation SRL5 is in a suitable location for development, maximising the use of land within the urban area. Furthermore, there is a reasonable prospect that the site will come forward within the Plan period.

## **SRL7 North-East Widnes**

287. SRL7 is one of the larger housing sites in the Plan on the north-eastern edge of Widnes. There is one small parcel (W40) of previously developed land on a roundabout next to A557 Watkinson Way. The remainder of the site is currently Green Belt and is divided into separate parcels of mainly open pasture and arable farmland.
288. The land parcels W9, W10 and W11 are bisected by the A5080 Derby Road/ South Lane are bounded by housing and a railway line to the south and existing development to west on Mill Lane. Mill Green Lane and South Lane form a readily recognisable and permanent physical boundary to the north. The separate land parcel W49 is bounded by the existing development to the south-west and south-east and an established hedgerow along most of the north-western boundary. A557 Watkinson Way forms a readily recognisable and permanent physical boundary to the north-east.
289. Accordingly, whilst there would be a loss of openness, development would not represent unrestricted sprawl, there would be no merging with nearby settlements and the local and strategic highways network would prevent encroachment into the wider countryside to the north. The Green Belt Review identifies the parcels of land proposed for allocation as performing mainly only either partially or moderately against the purposes of Green Belt.



290. A small parcel of land (GB048) to the south of South Lane is identified as making a relatively strong contribution to the purpose of safeguarding the countryside from encroachment; however, an additional landscaped buffer could be provided on part of this land alongside the railway in order to define a strong Green Belt boundary. Overall, the site makes a moderate contribution to Green Belt purposes. Furthermore, other sites assessed to the north of Widnes performed more strongly in relation to Green Belt purposes than the site allocation.
291. In terms of securing a sustainable pattern of development, the site would be well-related to day-to-day services and facilities, including good bus services into Widnes Town Centre and is close to a range of employment opportunities. Opportunities exist to improve pedestrian, cycling and public transport links as part of any development.
292. The IDP identifies potential mitigation measures and the multifaceted highway modelling using the Liverpool City Region Transport Model (LCRTM) (EL091) shows increased traffic by 2035, could lead to overcapacity on the local highway network including at north Moorfield Road, Derby Road roundabout and the need for localised improvements. The precise timing of mitigation will depend on when development comes forward. The impact of SLR7 alone, or in combination, can be reasonably mitigated and the residual impact would not be severe.
293. Part of the site is covered by a Nature Improvement Area and the Core Biodiversity Area in the LCR Ecological Network. There are no statutory environmental designations and there is no reason why habitats and any local biodiversity and protected species considerations cannot be addressed through other policies of the Local Plan. The initial technical work by the developers of the site, where prepared, has confirmed that the ecological matters can be satisfactorily mitigated as part of the development.
294. Parcel W40 has a resolution granted for outline planning permission with development anticipated to commence with 18 units in 2023 and 24 units in 2024. W10 has landowner interest, but with no developer at present and as such is shown as likely to be developed later in the Plan period.
295. Parcels W9, W11 and W49 are being promoted by housebuilders. Based on the known infrastructural requirements and residential capacity, the housebuilders have confirmed that the land parcels are viable and intend to submit planning applications following the adoption of the Plan. It is anticipated that development on W9, W11 and W49 would commence in 2023/24 with a lower output followed by 50-80 dwellings per annum thereafter. The strategic site is, therefore, considered to be viable and deliverable/developable during the Plan period.
296. Overall, strategic allocation SRL7 is well placed to contribute to a sustainable pattern of development and would make a significant contribution to the supply of housing and the provision of affordable homes. Compensatory improvements can be made through the provision of new green infrastructure and green space on the site. W9 is bisected by the United Utilities Vyrnwy aqueduct and is shown as a potential greenway on the Policies Map. These are

balanced against the general absence of any specific and significant physical and infrastructural constraints, the moderate harm of safeguarding the countryside from encroachment and limited harm in relation to the other purposes of the Green Belt.

297. Consequently, given the strategic future need for housing in the Borough, in particular in Widnes/Hale, and the lack of sufficient alternatives, we consider that there are the exceptional circumstances to justify altering the Green Belt boundary in this location and allocate the site.

### **SRL8 North-West Widnes**

298. The site is currently Green Belt on the north-western edge of Widnes and comprises a patchwork of open pasture, arable farmland and woodland. The site (W4/W5) is bounded by housing to the south and east and is bisected by Sandy Lane, a gated public highway/bridleway. Open countryside to the north extends toward the village of Cronton, but an established hedgerow along most of the northern boundary provides a defensible limit.

299. The site contains buildings at Rose Farm which further reduce any intrinsic landscape value. Although a section of open footpath from Sandy Lane across the site would be subsumed within development, the rural character of the network of footpaths beyond to the north would not be affected. The contained nature of the site means that its development in line with the allocation would not result in unrestricted sprawl or wider encroachment into the countryside, with the northern edge of development aligning with the housing along Queensbury Way to the west. There would be no coalescence with neighbouring settlements within the Borough of Knowsley to the north.

300. The Green Belt Review identifies the parcel of land proposed for allocation as performing mainly only either partially or moderately against the purposes of Green Belt. A parcel of land (GB006 and GB008) on the north-western part of the site is identified as making a relatively strong contribution to the purpose of safeguarding the countryside from encroachment and maintaining the gap between the settlements of Widnes and Cronton. However, the retention of existing field boundaries and hedgerows will help to integrate the development into the landscape to the north and natural recreational greenspace or an additional landscaped buffer could be provided along the northern edge of the site in order to define a strong Green Belt boundary. Overall, the site makes a moderate contribution to Green Belt purposes. Furthermore, other sites assessed to the north of Widnes performed more strongly in relation to Green Belt purposes than the site allocation.

301. In terms of securing a sustainable pattern of development, the site would be well-related to day-to-day services and facilities, including good bus services into Widnes Town Centre and is close to a range of employment opportunities. Opportunities exist to improve pedestrian, cycling and public transport links as part of any development.

302. Part of the site is covered by the Core Biodiversity Area in the LCR Ecological Network. There are no statutory environmental designations and there is no

reason why habitats and any local biodiversity and protected species considerations cannot be addressed through other policies of the Local Plan. The initial technical work by the developer of the site has confirmed that the ecological matters can be satisfactorily mitigated as part of the development.

303. The IDP identifies potential mitigation measures and the multifaceted highway modelling using the LCRTM shows increased traffic by 2035 could lead to overcapacity on the local highway network including at the Black Horse roundabout (A5080 Cronton Road/B5419 Birchfield Road) and the need for localised improvements. The precise timing of mitigation will depend on when development comes forward. The impact of SLR8 alone, or in combination, can be reasonably mitigated and the residual impact would not be severe.
304. Parcels W4 and W5 are being promoted by Taylor Wimpey, who has undertaken a significant amount of technical work. Based on the known infrastructural requirements and residential capacity, the developer has confirmed that the site is viable. It is anticipated that development would commence on W5 in 2024/25 with an output of 22 dwellings followed by 45 dwellings per annum thereafter. The strategic site is, therefore, considered to be viable and deliverable/developable during the Plan period.
305. Overall, the strategic allocation SRL8 is well placed to contribute to a sustainable pattern of development and would make a significant contribution to the supply of housing and the provision of affordable homes. Compensatory improvements can be made through the provision of new green infrastructure and green space on the site, including the retention and enhancement of Sandy Lane which forms part of the greenway network. These are balanced against the general absence of any specific and significant physical and infrastructural constraints, the moderate harm of safeguarding the countryside from encroachment and limited harm in relation to the other purposes of the Green Belt.
306. Consequently, given the strategic future need for housing in the Borough, in particular in Widnes/Hale, and the lack of sufficient alternatives, we consider that there are the exceptional circumstances to justify altering the Green Belt boundary in this location and allocate the site.

## **SRL9 Halebank**

307. SRL9 is one of the larger housing sites in the Plan on the south-western edge of Halebank. There are number of small parcels of infill garden land (W45) within the residential ribbon development on the north side of Halebank Road.
308. The remainder of the site (W24) is currently Green Belt and comprises a mainly open and large-scale patchwork of arable farmland bounded by existing development to the north and east. Open countryside to the south extends toward the village of Hale but an established hedgerow along most of the southern and western boundaries provide a defensible limit. The site contains a number of farm buildings at Hope Farm which further reduce any intrinsic landscape value. Accordingly, whilst there would be a loss of openness,

development would not represent unrestricted sprawl or result in coalescence with neighbouring settlements.

309. The Green Belt Review identifies the parcel of land proposed for allocation as performing mainly only either partially or moderately against the purposes of Green Belt. A small parcel of land (GB171) on the south-eastern corner of the site is identified as making a relatively strong contribution to the purpose of safeguarding the countryside from encroachment and maintaining the gap between the settlements of Widnes and Liverpool. However, the retention of existing field boundaries and hedgerows will help to integrate the development into the landscape to the south and an additional landscaped buffer could be provided along the southern and western edge of the site in order to define a strong Green Belt boundary. Overall, the site makes a moderate contribution to Green Belt purposes. Furthermore, other sites assessed to the south of Halebank performed more strongly in relation to Green Belt purposes than the site allocation.
310. In terms of securing a sustainable pattern of development, the site would be well-related to day-to-day services and facilities, including bus services into Widnes Town Centre and is close to a range of employment opportunities within Widnes/Halebank. Opportunities exist to improve pedestrian, cycling and public transport links as part of any development.
311. The IDP identifies potential mitigation measures and the multifaceted highway modelling using the LCRTM shows increased traffic by 2035, but did not identify any links around Halebank that would be overcapacity as a result of the proposed development. A transport assessment at the planning application stage would reassess the potential impacts and the need for any localised improvements, if required. The precise timing of any mitigation will depend on when development comes forward.
312. There are no statutory environmental designations and no reason why habitats and any local biodiversity and protected species considerations cannot be addressed through other policies of the Local Plan. Opportunities exist for on-site and off-site greenspace within the initial technical work by the site promoter to off-set any potential impact on the nearby Mersey Estuary SPA. This would be in combination with a further requirement for additional bird survey work and contributions in line with the Halton Interim RMS. Part of the site is within the Health and Safety Executive middle and outer consultation zones of a hazardous installation and there is no reason why the development cannot be delivered wholly in line with the Council's policies on managing pollution and risk.
313. Parcel W24 is in a single ownership and being promoted by the Harworth Group who has undertaken a significant amount of technical work. Based on the known infrastructural requirements and residential capacity, the promoter has confirmed that the site is viable. It is anticipated that development would commence in 2023/24 with an output of 30 dwellings followed by 60-70 dwellings per annum thereafter. W45 is in Council ownership with no developer interest at present and as such is shown as likely to be developed later in the

Plan period. The strategic site is, therefore, considered to be viable and deliverable/developable during the Plan period.

314. Overall, the strategic allocation SRL9 is well placed to contribute to a sustainable pattern of development and would make a significant contribution to the supply of housing and the provision of affordable homes. Compensatory improvements can be made through the provision of new green infrastructure and green space on the site. These are balanced against the general absence of any specific and significant physical and infrastructural constraints, the moderate harm of safeguarding the countryside from encroachment and limited harm in relation to the other purposes of the Green Belt.
315. Consequently, given the strategic future need for housing in the Borough, in particular in Widnes/Hale, and the lack of sufficient alternatives, we consider that there are the exceptional circumstances to justify altering the Green Belt boundary in this location and allocate the sites.

### **Non-strategic Green Belt Sites**

#### **D1 Land between Chester Road and Chester Road, Daresbury**

316. Daresbury is a small village situated to the west of Chester Road and the main settlement of Runcorn. The proposed site allocation is situated between Chester Road, a dual carriageway and the western edge of the village. It is proposed to accommodate 92 dwellings; however, the site capacity would be around 83 dwellings reflecting the area already developed fronting Chester Road.
317. The Daresbury Conservation Area includes the whole village and land up to the south-east boundary of the dual carriageway, including site D1. It is a traditional linear village built on a sandstone ridge above the valley of the River Mersey. It is situated within a rural landscape, screened from more urban areas of the fringes of Runcorn by Keckwick Hill, the woods and intervening landscape. The village comprises late 18<sup>th</sup> and early 19<sup>th</sup> century buildings, with a number of later buildings constructed at the end of the 19<sup>th</sup> Century. A key landmark in the village is the church of All Saints which is located on the northern edge of the village, overlooking surrounding countryside. These factors combine to contribute to the significance of the Conservation Area.
318. The site has a sense of openness and as recognised in the Council's Site Allocation Heritage Assessment (EL061a) makes a moderate contribution to the significance of the Conservation Area. Indeed, the site was specifically included within the boundary of the Conservation Area.
319. Due to the relatively narrow nature of the site sandwiched between the road and the village, any residential development would effectively envelope the entire western edge of the village. There would be very limited opportunity to set the housing back to protect the linear character of the village. Glimpses of the proposed housing from the village would create a sense of depth, indicating development beyond the linear core. Consequently, the linear character of the village set within a rural landscape would be completely and irreversibly lost.

320. The Conservation Area Character Appraisal 1967 (PSD10) recognises the importance of views out of the area by the inclusion of surrounding open spaces, where it appears that they form an integral part of the area. Furthermore, a specific conservation objective is to protect the surroundings of the Conservation Area, so that views out of the Area are not spoiled.
321. At present views of open fields are available on the southern approach to the village, to the south of the school. Any housing would be highly visible over the hedgerow adjoining the road and through any access point. The creation of visibility splays for the access point would also involve the removal of the stone wall and hedge. The proposal would, therefore, have a significantly urbanising effect on the approach to the village centre.
322. Furthermore, when walking along the public footpath which leads west from the village one has a sense of leaving the village behind. The proposed housing would be highly visible from the public footpath which leads west from the village and would undermine the views out of the area.
323. It is proposed to provide a car park for the school in order to alleviate parking problems within the village and potentially assist in securing the return of the bus service through the village. However, there is no firm evidence before us to indicate that the bus service would definitely return, and the car park could be secured on land without the provision of additional housing. Consequently, we only attach moderate weight to these factors.
324. Overall, we consider that the proposal would undermine the significance of the Conservation Area due to the loss of the linear character of the village and have a harmful effect on the character and appearance of the Conservation Area and its setting. Although serious, the harm to the Conservation Area would be less than substantial. However, the moderate public benefits of the proposal in terms of securing the car parking for the school and the potential return of the bus service would not outweigh the significant harm which we have identified.
325. Daresbury is currently 'washed-over' by the Green Belt and as such only limited infilling is permitted. The site has a strong boundary to the west created by the A56 Chester Road, reinforced by hedges and trees. The north-eastern boundary is weak created by the rear boundaries of properties and in places hedgerows. The south-eastern boundary is stronger, created by the Chester Road and a stone wall. The parcel would reduce the gap to Warrington, although it would remain more than 2km. The parcel is in partial use and is assessed as providing a moderate contribution to preserving countryside character. Overall, the Green Belt Study identifies that the site makes a partial contribution to the purposes of including land within the Green Belt.
326. The Green Belt boundary would run along the eastern edge of the safeguarded sites. However, we consider that the proposed Green Belt boundary would be relatively weak in comparison to the very strong boundary created by the A56 Chester Road. Furthermore, Daresbury is a very small village of only around 40 houses and as such any locally arising need would be extremely limited and could be met by infill development in the village and in Runcorn. Housing land supply in the urban area of Runcorn is sufficient to meet the needs of the town.

Consequently, the release of this site would not be required to meet housing need.

327. The nearest employment is situated at Sci-Tech, Daresbury across the A56. The village has a primary school, public house and a church but no convenience store or other facilities. The nearest convenience store is some distance away at either Preston Brook or Windmill Hill. The nearest health facilities are some distance away at Murdishaw. We note that a new local centre is being built at Sandymoor; however, this would still be some distance from the village.
328. Furthermore, as outlined above the proposed car park could be provided on land within the site promoters ownership without the need for significant new housing and there is no guarantee that the bus service would return. Taking the above factors into consideration, we do not consider that exceptional circumstances exist to release this site from the Green Belt. It is necessary to remove the site from Policy RD1 and **MM022** addresses this point in order to be justified and consistent with national policy. A consequential amendment to the Policies Map is also necessary (PMM01).

#### **M8 Land to the east of Runcorn Road, Moore**

329. The site is situated to the east of Runcorn Road and to the southwest of the village of Moore. The site is around 0.73 hectares with a notional capacity of 20 dwellings. The site is currently agricultural land and is contained to the south east by the railway line, residential development to the north east and residential development on the opposite side of Runcorn Road to the north. The site is close to services within the village including a primary school and is accessible by public transport.
330. The site is adjacent to the urban area but less than 50% of the boundary is adjacent to development and so is partially contained. The site is considered to have a very limited impact on the resultant gap between settlements and presents a clear rounding opportunity. The Green Belt Study identified the site as making only a partial contribution to Green Belt purposes overall.
331. Significant technical work has been carried out and there are no physical or infrastructure requirements which would preclude the site coming forward. Furthermore, the development of the site would not have an adverse effect on the character and appearance of the Moore Conservation Area which is some distance away. A planning application is anticipated soon with site preparation work commencing towards the end of 2022 and first completions in 2023. It is controlled by a single party, on behalf of two landowners and interest has been expressed from housebuilders.
332. Overall, the site is in a suitable location and development would be of an appropriate scale to meet the local housing needs of Moore village. Given the limited Green Belt harm and a lack of alternatives, exceptional circumstances exist to alter the Green Belt at this location.

#### **P1 E-Scape, Preston-on-the-Hill**

333. P1 is situated to the west of Preston on the Hill. The southern part of the site is a former electric bike track, and the northern part is undeveloped. The site is around 4.89 hectares and has been identified for a notional capacity of 117 dwellings.
334. The site is adjacent to the urban area and is partially contained by development on Windmill Lane. It would have a very limited impact on the gap between settlements with the gap to Warrington remaining more than 4km. There are opportunities within the site for compensatory improvements. The Green Belt study has identified that the site makes a partial contribution to the Green Belt.
335. The site has good access to employment at the Whitehouse Industrial Estate and to a local centre at Preston Brook. Higher level services are at Murdishaw. Furthermore, a bus service runs along the main road. Opportunities exist to improve pedestrian, cycling and public transport links as part of any development.
336. There are no constraints that would preclude development of the site and viability has been confirmed by the developer. There are advanced discussions regarding the sale of the land potentially for a provider of affordable housing. A planning application would be submitted post adoption of the Local Plan. It is anticipated that development would commence in 2023 with an output of 20 units followed by 40 dwellings per annum thereafter. The site is, therefore, suitable and deliverable within the Plan period.
337. Overall, the site makes effective use of previously developed land and would make an important contribution to the supply of housing. In the context of the overall housing requirement and the lack of sufficient alternatives, exceptional circumstances exist to alter the Green Belt at this location.

## **P2 Land between Chester Road and M56 at Preston-on-the Hill.**

338. The site comprises agricultural land situated between the A56 Chester Road and the M56. It is around 7ha and is identified as having a notional capacity of 146 dwellings.
339. The site is adjacent to the urban area and is partially contained. It is considered to have a very limited impact on the gap between settlements. The landowner has significant land holdings in the area and so there is scope to make compensatory improvements. Overall, the Green Belt Study identifies that the site makes a partial contribution to the purposes of including land within the Green Belt.
340. The notional capacity reflects the need for a landscaping bund to the M56 and canal and retaining the woodland to the north. As with site P1 the site has good access to employment at Whitehouse Industrial Estate and services at Preston Brook and access to public transport.
341. The site owner is amenable to bringing the site forward and a housebuilder is on board. A viability assessment has been undertaken by the developer which



confirms that development would be viable. Development is likely to start no later than 5 years from the date of adoption and would progress at around 30 dpa. Given the limited Green Belt harm and a lack of alternatives, exceptional circumstances exist to alter the Green Belt at this location.

## Residential development within the urban area

### General

342. A number of smaller, non-strategic housing sites have been identified through the SHLAA within the urban area of Runcorn, Widnes, Halebank and Hale through Policy RD1 and presents them on the Policies Map. The SA has appraised these sites individually (SD07a) and demonstrates that they would contribute to the most appropriate strategy.
343. In all cases the sites identified in Policy RD1 are subject to detailed policy requirements in the Plan which would ensure suitable landscaping and screening where appropriate and address a range of other matters such as flood risk, ecology, vehicular access and improvements to the wider highway network.
344. Several of the proposed allocations are existing open space designations under the UDP. As a former New Town, Runcorn has a significant amount of open space and the recent update to the Open Space Study confirms that overall, there would be sufficient open space of each typology to serve the residents of the town. At our request the Council has produced a summary for each site proposed for allocation which confirms that each site is surplus to requirements.
345. The deliverability of some of the proposed allocations has been questioned. In these cases where it is acknowledged that there may be additional constraints or no active developer interest, they are shown as being delivered later in the Plan period. The sites are all within a suitable location within the urban area and have a reasonable prospect that they would be available and viably developed at the point envisaged. The sites are contained within the later stages of the housing trajectory and so the Council can monitor their progress. Even without the sites in question, the Council would be able to meet its housing requirement and five year supply. The sites do not, therefore, affect the overall deliverability of the Local Plan. In our view, the Council's approach appears to be both reasonable and proportionate in the circumstances and, in every case that has been drawn to our attention, other than those referred to below, the site allocation is justified.
346. Furthermore, the allocation of the sites would provide greater certainty to landowners and incentivise them to bring sites to the market. Many of the sites would be attractive to smaller housebuilders and also Registered Social Providers. Overall, the approach of utilising sites within the urban area is one which should be supported to minimise Green Belt release in the Borough.
347. **MM022** would delete the housing site allocation at Land adjacent to the Foundry (RD1/W43) due to flood risk issues. This main modification is necessary to

ensure that Policy RD1 and the housing site allocations are justified, effective and consistent with national policy.

### **Sites within HSE Consultation Zones**

348. Due to the industrial past of the Borough a number of proposed residential allocations are situated within either the Inner, Middle and Outer Health and Safety Executive consultation zones. Consultation would take place with HSE on any application coming forward on these sites. Development can be achieved within the middle and outer zone subject to being appropriately configured in order to minimise potential risk. Consequently, development would not be precluded on allocated sites within the middle and outer zone.
349. A significant area of west Runcorn is covered by the HSE inner zone arising from the ex-ICI companies. There are four sites (R83, R70, R71, R77) proposed for residential use under Policy RD1 which fall within the Inner consultation zone as shown EL107. In addition, mixed use area MUA10 'The Heath' also lies within the inner zone. As set out in the draft Statement of Common Ground [PSD09] and as discussed at the Hearing session on HSE matters, the HSE advises against development in the Inner Zone, apart from a small number of exceptions including a limited number of very low population developments/land uses. HSE would only allow for one or two dwellings on sites within the inner zone.
350. We acknowledge that HSE's role in planning is advisory only and that the detailed design and layout of sites can be considered at the development management stage. We also recognise that development may not increase the population of an area overall due to a declining population in the neighbourhood; however, there is no cogent evidence before us on the matter.
351. The sites are situated within the Inner consultation zone which represent the greatest hazard or risk and there is insufficient evidence before us to demonstrate that the principle of residential development on those sites is acceptable given the serious and very real risk to the public. Furthermore, the HSE sustains its objection to the development of those sites.
352. Moreover, the sites fail to pass the test of developability in the NPPF as there is not a reasonable prospect that the sites would come forward within the Plan period given the significant constraint.
353. R83 Heath Road South/Highlands Road is proposed for residential development for around 116 dwellings. The site is currently identified as Green Space within the UDP. Policy HC9 identifies that a range of employment, residential, small-scale retail and small-scale ancillary facilities would be acceptable within mixed use area MUA10. MUA10 is the site of the office complex of a former chemical works which has been operating as a business park for several years providing incubator accommodation for local businesses. The existing owner is developing proposals for the reconfiguration and redevelopment of the site, together with proposals for residential development on R83 to create an innovative, sustainable campus comprising employment, residential and ancillary uses such as small-scale retail to serve local businesses and

residents. The campus would be a net zero carbon environment based on a green energy network and innovative concepts such as vertical farming.

354. We acknowledge that the innovative project would have significant regeneration benefits for Runcorn. However, the sites lie entirely within the inner consultation zone of a hazardous installation where the HSE would resist an intensification of any use within the inner zone. The proposed employment, retail and residential uses would attract people to a location which is at the highest public safety risk.
355. We acknowledge that the MUA10 site is in existing use accommodating around 2,500 employees and the Council considers that there would be no intensification of the site; however, without any indication of the scale or mix of the proposals we cannot be certain that this would be the case. Furthermore, the proposal to build 116 dwellings on a currently vacant site at R83 would represent a significant intensification of use.
356. In the absence of cogent evidence to the contrary, development of the sites could result in significant risk to human life. Consequently, we cannot be satisfied that the proposed uses for the sites are acceptable in principle. The deliverability of the proposals is also in doubt given the significant constraints.
357. Consequently, the allocations and proposed uses cannot be supported at this time. **MM022** and **MM036** addresses this point by deleting the allocations from the Local Plan as they are not justified. Consequential changes to the Policies Map are also required.

### **Conclusion on Issue 11**

358. Overall, subject to the MMs set out above, the proposed residential allocations are justified, effective and consistent with national policy.

### **Issue 12 – Whether the approach towards the supply and delivery of housing land is justified, effective and consistent with national policy?**

359. The supporting text to Policy CS(R)3 sets out a housing trajectory which shows how the housing requirement will be met. The table at paragraph 9.4 sets out the sources of supply which will contribute to meeting the requirement on 31 March 2019. It concludes that there was a residual requirement of 3,289 dwellings at this date.
360. At our request the Council produced additional information (HBC PSD016) to: clarify the sources of supply which contributed to the housing supply; update the Exceptional Circumstances paper; and to update the site capacities and delivery rates of the site allocations as a result of discussions in the Hearing sessions. This document informed discussion at the housing land supply session of the Hearings.
361. The Council had originally included sites from the SHLAA which were developable but not otherwise committed or allocated in the Plan (692

dwellings). At our request the Council reviewed sites larger than 5 units against the definition of 'developable' in the NPPF. The outcome of this assessment is set out in HBC -PSD023. All but one of those sites were deemed not to meet the developable test in the NPPF and so were excluded from the supply.

362. At our request, sites below 5 units have been included within a 'small sites windfall allowance' of 20 units per annum (from 2022 onwards to avoid double counting). This is supported by monitoring evidence from 1996-2021 which shows that the long-term evidence for small sites has been constant throughout the period of around 20 units per annum. Consequently, there is compelling evidence that they will provide a reliable source of supply in accordance with paragraph 71 of the NPPF.
363. A vacant homes allowance of 10 units per annum and an estate regeneration figure and an allowance for long term vacant stock were originally identified; however, these have not been carried forward as there is only a small number of homes in long term vacancy and the Council does not have any programmed estate regeneration initiatives.
364. An additional update to the housing supply position (HBC-PSD023) which incorporated these further amendments and revised site trajectories was published after the Hearing sessions. Following our post-Hearings letter the Council has subsequently updated the housing supply position reflecting the deletion of five housing sites. The analysis of housing land supply below reflects the most up to date version HBC-PSD025 (Rev 2b).
365. Completions between 2014 and 2021 totalled 3,336 homes. As of 1 April 2021, sites with planning permission (including remaining units on sites under-construction) had the capacity to deliver 2,199 dwellings which sensibly reflects a discount of 10% to provide some flexibility for actual numbers being delivered below that permitted. Existing commitments total 5,535 dwellings, leaving a residual requirement of 2,515 dwellings.
366. To meet this residual requirement, several strategic allocations have been proposed within the urban area of Runcorn with a capacity of around 1,510 dwellings. A further 979 dwellings are identified in the urban area of Runcorn and Widnes resulting in a capacity of 2,489 dwellings. The Council has taken a pragmatic approach by applying a 10% non-delivery allowance to these sources reflecting that some of the sites may not come forward resulting in a figure of 2,240 from sites within the urban area.
367. The small sites allowance of 20 dpa contributes a further 300 dwellings resulting in a total of 2,540 dwellings from within the urban area. Following consultation on the Main Modifications the 20 units dpa small sites windfall allowance has been excluded from the 10% non-delivery allowance as it is a trend-based source of supply. This would leave a surplus in the Borough of 25 dwellings.
368. The Inspector who considered the Core Strategy determined that Runcorn and Widnes act as largely separate housing markets and that there would be a need to review the Green Belt to meet the housing needs of Widnes, due to the

shortage of previously developed land there. He supported the 57:43% (Runcorn: Widnes/Hale) split in the supply of housing land.

369. In the update to the housing supply figures in HBC – PSD025 (Rev2b) the Council has shown the housing supply figures broken down into the 57:43% split in addition to a 50:50 split between the main towns. Whilst we consider that there is no compulsion to carry forward the previous approach of the Core Strategy in setting specific housing targets for the principal towns the analysis is, nevertheless, useful to illustrate the spatial implications of any potential surpluses or deficits arising from the proposed allocations.
370. Before allocating Green Belt land and taking into account the 57:43% percentage split between Runcorn and Widnes there would be a surplus of 1,155 dwellings in Runcorn against the requirement of 200 dpa and a shortfall of 1,130 dwellings in Widnes against a requirement of 150 dpa.
371. The SHLAA has identified a significant amount of land within the urban area to meet the housing requirement and to minimise the release of Green Belt land; however, most of this land is within Runcorn. Of the 2,540 dwellings within the urban area, 2,148 (85%) would be situated within Runcorn and only 392 (15%) within Widnes.
372. Whilst there is no shortfall at a Borough level against the housing requirement there would be a significant shortfall of housing land in Widnes. Consequently, there is a need to release Green Belt land to meet the housing needs of Widnes. A number of Green Belt housing land allocations are, therefore, proposed to meet this need at Widnes and at Halebank with the capacity to accommodate around 2,101 dwellings. This would result in an oversupply of around 6 years in Widnes were the sites all to come forward within the Local Plan period.
373. There would be an oversupply of housing land in the Borough as a whole for the Plan period of around 6.8 years, taking account of sites being deleted through the MMs. This partly results from the good supply of land within the urban area of Runcorn and partly from the need to provide housing land in Widnes. In the context of a Borough requiring Green Belt release, it would be illogical to deallocate land within the urban area in Runcorn purely based on oversupply.
374. For plan-making, the NPPF requires plans to meet the development needs of their area and that strategic policies should, as a minimum, provide for objectively assessed needs for housing (paragraph 11). The Halton Local Plan will meet and exceed, the housing needs of the area as set out above and so meets this requirement.
375. The oversupply of around 6.8 years Borough wide is considered to provide flexibility in the housing supply should sites not come forward and provides a five-year supply beyond the Plan period. Consequently, we consider that the approach is justified.

## **5 Year supply**

376. The NPPF states at paragraph 68 that planning policies should identify a supply of specific, deliverable sites for years one to five of the plan period. When the start of the plan period is in the past, there would be no benefit in identifying a retrospective supply. Accordingly, it is important that plans identify a 5-year supply of deliverable housing sites at the point of adoption. This would accord with paragraph 75 of the NPPF which confirms that a 5-year supply can be demonstrated where it has been established in a recently adopted plan.
377. The housing requirement in the Plan is for at least 8,050 (net) additional dwellings for the Plan period equivalent to an average of 350 dwellings (net) each year. The Council's most recent calculation of 5-year housing supply is set out in HBC-PSD025 (Rev2b) which takes account of our Main Modifications for the deletion of 5 site allocations, considered later in this Report. The five-year supply period is from 1 April 2021 to 31 March 2026.
378. In calculating 5-year supply, the Council has taken account of completions since the start of the Plan period in 2014. From 2014 to 31 March 2021 completions have totalled 3,336 dwellings against a requirement of 2,450 (350 dpa) for this period. Consequently, there has been an oversupply of housing (886 dwellings) against the annual requirement since the beginning of the Plan period. The surplus has been deducted from the 5-year requirement of 1750 to give a residual 5-year requirement of 864 dwellings.
379. The NPPF is silent on whether past over-supply against a notional annual requirement based on dividing the whole plan requirement by the total number of plan years can be used to reduce the requirement over the remaining years of the plan. The PPG does acknowledge that past over-supply cannot be ignored and that it can be used to offset any shortfalls against requirements from previous years.
380. Paragraph 22 of the NPPF states that plans should look ahead over a minimum of 15-year period from adoption which the Local Plan will. Where the start date of the Plan period is in the past, as in Halton, it is entirely reasonable that the amount of housing completed in the earlier years before adoption is taken into account in determining the residual amount of housing to be planned for in the remaining plan period. If there had been an under-supply in the earlier years of the Plan, this would need to be made up in future years of the Plan in order to ensure that it meets its need. It is, therefore, logical to take into account any over-supply against a notional annual target applied retrospectively to past years. Neither the NPPF nor the PPG precludes this.
381. Furthermore, the approach is consistent with a recent judgment on this issue (albeit in the context of an appeal) that the decision whether or not to reduce the residual annual requirement having regard to previous over-supply is for the planning judgement of the decision maker<sup>1</sup>.
382. The Local Plan reasonably assumes a 5% buffer, in accordance with the NPPF, giving an estimated 5-year requirement of 907 dwellings or 181 dpa. The

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<sup>1</sup> Tewkesbury Borough Council and SoS for Housing communities and Local Government and JJ Gallagher Ltd and Richard Cook [2021] EWHC 2782 (Admin)

evidence shows that there will be a supply of 1,810 dwellings, excluding Green Belt sites and 2,635 dwellings including Green Belt sites; a supply of 10 years and 14.5 years respectively (figures from HBC-PSD025 [Rev2b]).

383. Consequently, the Plan demonstrates that there would be well in excess of a 5-year supply of deliverable sites on adoption when measured against the housing requirement of 181 dpa. This is in accordance with both paragraph 68 and paragraph 74 of the NPPF.
384. Even had we decided that the over-supply in the early years of the Plan period should be ignored on the basis of the evidence before us the Local Plan would still be able to demonstrate a 5-year supply of land (5.2 years excluding Green Belt allocations; 7.5 years including Green Belt allocations). Consequently, regardless of whether the over-supply is taken into account the Plan can demonstrate a 5-year supply of land at the date of adoption.
385. The Council and developers agreed the start dates and annual output of each strategic site. For the larger sites an annual output of up to 50 units per annum per outlet was agreed. Given the obvious demand for housing in the Borough and previous build rates we consider this to be a realistic assumption. All but one of the Strategic Sites have an active developer. Based on the evidence in submissions and at the Hearing sessions we consider that the sites are deliverable, viable and will come forward as envisaged in the housing trajectory during the Plan period. Changes to Policy RD1 are required to reflect the revised capacities and **MM022** addresses this point in the interests of effectiveness.
386. The deliverability of some of the sites within the urban area was questioned. However, none of those sites had constraints which were prohibitive and whilst they may not be attractive to volume housebuilders they would appeal to smaller housebuilders and registered social providers who are active in the area.
387. The housing trajectory shows a peak in the delivery around 2024-2029 of around 800 dpa. This exceeds past rates of development which have achieved 500-600 dpa. However, there is a good mix of housing sites across Runcorn and Widnes and a mix of brownfield and greenfield sites. Furthermore, there is latent demand particularly in Widnes and developers would seek to provide a mix of housing types on their outlets. The Housing Land Supply table at Policy RD1 requires updating with the most up-to-date position and **MM022** deals with this in the interests of effectiveness. The Housing Trajectory at Figure 7 of the Plan also requires updating in the interests of effectiveness and **MM005** addresses this.

## Conclusion on Issue 12

388. Overall, subject to the MMs above, the approach towards the supply and delivery of housing land is justified, effective and consistent with national policy.

## Employment allocations

### Issue 13 – Whether the proposed employment allocations are justified, effective and consistent with national policy?

#### Strategic Employment Sites

389. Policies CS(R)4 and ED1 allocate a number of strategic sites for employment uses. These strategic sites are at Sci-Tech Daresbury (SEL1), 3MG, Widnes (SEL2), Widnes Waterfront (SEL3) and West Runcorn (SEL4).
390. Sci-Tech Daresbury is a nationally important Science and Innovation Campus that has significant job growth potential and the logic of selecting this site has not been seriously questioned. However, it was recognised during the Hearings that full-build out of this transformational site would take longer than originally envisaged. A revised jobs growth trajectory has been prepared by the Council together with consultants acting on behalf of Sci-Tech Daresbury that is more conservative, but nevertheless more realistic and achievable during the Plan period.
391. The 3MG site (SEL2) is based within the Ditton Corridor where there is scope for further employment development particularly that associated with logistics and distribution. The slower than anticipated build out rate of the transformational site at HBC Field within the 3MG site (SEL2) is reflected in the revised jobs growth trajectory prepared by the Council and considered to be a reasonable and proportionate approach, based on the evidence provided.
392. Widnes Waterfront (SEL3) and West Runcorn (SEL4) are both areas where previous regeneration initiatives have been undertaken, both are areas which benefit from the opening of the Mersey Gateway Bridge and both are suitable for a mix of employment uses. While these areas, together with the 3MG site (SEL2), are close to the river, none of them suffers from insurmountable flooding problems and based on the evidence before us, we are satisfied that these Strategic Employment Sites will come forward for employment uses during the Plan period.

#### Non-strategic Employment sites

393. Two of the proposed non-strategic sites would involve alterations to Green Belt boundaries and are located at Land off Six Acre Lane (ED1/E28) and Land West of Moore Meadows (ED1/E29).
394. The sites make a modest contribution of some 6.69ha which has been presented in the Plan as part of the adjoining allocations to the Manor Park Employment area. The sites form part of a patchwork of open pasture fields, woodland and scrubland bounded by Moss Lane to the east and the employment uses to the west. Moss Lane forms a readily recognisable and permanent physical boundary to the east. Accordingly, whilst there would be a loss of openness, development would not represent unrestricted sprawl, there



would be no merging with nearby settlements and the local highway network would prevent encroachment into the wider countryside to the east.

395. The Green Belt Review identifies the parcels of land (GB265 & GB424) proposed for allocation as performing only a partial contribution against the purposes of Green Belt. Furthermore, other sites assessed to the east of Runcorn performed more strongly in relation to Green Belt purposes than the site allocation.
396. In terms of securing a sustainable pattern of development, the sites would be well-related to services and facilities, including bus services into Runcorn. Part of sites E28 and E29 are within Flood Zones 2 and 3. The Environment Agency confirms that the proposed employment allocations are acceptable in principle and no further detailed Strategic Flood Risk Assessment are required (Council's response to Inspectors Initial Questions (EX08) and Statement of Common Ground (PSD03b)).
397. Part of the sites are covered by a Nature Improvement Area and the Core Biodiversity Area in the LCR Ecological Network. There are a number of Local Wildlife Sites (LWSs) located adjacent to the sites. The presence of the LCR Ecological Network and the proximity of the LWSs would not preclude development and there are no reasons why the habitats and any protected species cannot be addressed through other policies of the Local Plan.
398. Overall, sites E28 and E29 are well placed to contribute to a sustainable pattern of development and would make an important, albeit modest, contribution to the supply and choice of employment sites available. The sites would help deliver the employment land requirement in the Borough and provide a reasonable degree of flexibility in supply to accommodate changing circumstances, such as the non-delivery of any of the sites. Compensatory improvements can be made through improvements to the environmental quality of the area. These are balanced against the general absence of any specific and significant physical and infrastructural constraints and the partial contribution to the purposes of Green Belt. No neighbouring authority is able to meet any of Halton's employment needs. Consequently, given the clear necessity to meet the future need for employment land in the Borough and the lack of sufficient alternatives, we accept that there are the exceptional circumstances to justify altering the Green Belt boundary in this location and allocate the sites.
399. Policy ED1 allocates a number of other sites for employment uses. These are required to ensure an adequate supply of employment land and a good range of sites. In all cases the sites identified in Policy ED1 are subject to detailed policy requirements in the Plan which would ensure suitable landscaping and screening where appropriate and address a range of other matters such as flood risk, ecology, vehicular access and improvements to the wider highway network.
400. A number of the sites are within the HSE consultation zones of a hazardous installation or will have local flood risk, contamination, biodiversity and heritage considerations, including the setting of the Bridgewater Canal, and as such mitigation would be required in accordance with other policies of the Local Plan.

In our view, the Council's approach appears to be both reasonable and proportionate, and all of the site allocations put forward for employment uses are considered to be deliverability during the Plan period.

401. **MM020** amends the description of the uses proposed on each of the employment sites in Policy ED1 and its supporting text to reflect the new Use Classes Order, as well as modifying the employment site at 3MG (East) Foundry Lane (ED1/E26) to reflect the up to date situation regarding the site area. This MM is necessary to ensure that Policy ED1 and its supporting text is justified, effective and consistent with national policy.

### **Conclusion**

402. Subject to the MM set out above, the Employment allocations are justified, effective and consistent with national policy.

## **Issue 14 - Whether the proposed Halton centre allocations are justified, effective and consistent with national policy?**

### **Retail and Town Centre Allocations (Policy HC1)**

403. A number of town and local centre allocations are proposed to meet the retail requirement set out in Policy HC1.
404. TC1 and TC2 are proposed for retail and leisure uses within Runcorn Old Town in order to support the regeneration of the town which has suffered since the establishment of Halton Lea 'Shopping City'. TC1 would utilise a vacant site to the forefront of the Brindley Theatre and will come forward as part of a wider 'Canal Quarter' redevelopment. There is scope to rationalise or replace the existing bus station and 'Island Building' to free up a retail site to anchor the centre. Both sites would be brought forward as part of a public, private partnership led by the Council as part of a wider regeneration scheme.
405. Several sites (TC5, TC7 and TC8) are proposed for mixed retail, leisure, office and residential use within Halton Lea centre. The sites are previously developed with former civic buildings remaining on site. The sites have good access to public transport and there are proposals by the Council to improve accessibility across the centre for pedestrians and cyclists. Redevelopment of the sites would be private sector led.
406. Two sites are proposed in Widnes Town Centre (TC3, TC9) to enhance the retail offer. TC3 would represent an extension of the Widnes Retail Park by redeveloping the bingo hall and garage to create an extended run of larger retail units along the north of the site. TC9 would be part of a wider regeneration of the Albert Square shopping area on a slightly larger footprint incorporating the car park. The whole of the site is in private ownership and any development is likely to be private sector led.
407. Three local centres are also allocated for development to support existing and emerging communities. TC6 Sandymoor Local Centre will serve the new

development at Sandymoor and has commenced construction. A local centre is proposed at West Bank, South Widnes to serve a neighbourhood which is at risk of housing market failure and to support regeneration efforts.

408. TC10 Daresbury Local Centre is proposed to provide services for the new residential community and also to serve the needs of the adjacent employment centre. It is included in an outline planning application for residential development for 3,000m<sup>2</sup> of local centre. The land is set aside for retail and would be subject to a separate application to bring the site forward. The viability of the proposed local centre has been questioned, particularly given the proximity of Sandymoor local centre. However, Sandymoor local centre is not within walking distance of the Daresbury developments. Furthermore, it is anticipated that demand would be generated when the residential and employment development is delivered.

409. Overall, the proposed allocations are justified, effective and consistent with national policy.

### **Mixed Use Areas (Policy HC9)**

410. Some areas of the Borough do not have a single dominant land use, with a variety of development having grown up including businesses, shops, houses and community facilities. Many of the areas are in existing use or have vacant sites within them or sites which may come forward in the future. Policy HC9 does not allocate sites for specific uses; rather it is a development management policy which seeks to provide guidance as to the type of uses that would be acceptable in broad areas defined on the Policies Map. Some of these areas may be in transition, where a previous use is declining, and alternative uses are being established. Overall, the policy provides a flexible approach to the development of sites in the urban area, enabling an effective transition to new uses and aiding regeneration efforts. Sites MUA1-MUA7 and MUA9 within the urban areas of Runcorn and Widnes are justified. MUA10 is considered at paragraphs 298-303 above.

411. *MUA11 Daresbury Park* is within the consented business park at Daresbury. Part of the business park is now being proposed for residential use and the intervening section between R84 and E9 allows flexibility for the site owners to respond to the market for either residential or employment use. The site would provide a zone of transition between the employment use at E9 and the residential use. An application covering sites R84, E9 and MUA11 including residential, employment and small-scale retail, is being considered by the Council. We consider that the proposed uses for the site are acceptable in principle. However, a change is required to Policy HC9 to reflect the new Use Classes Order and **MM036** addresses this point in order to effective.

412. Overall, subject to the MM above the mixed use areas are justified, effective and consistent with national policy.

### **Education allocations (Policy HC10)**

413. EDU1 Sandymoor is allocated for a primary school as identified in the original masterplan for Sandymoor. It is included in a s106 agreement covering the area and the land can be transferred to the education authority should it be required in the future. EDU2 is identified for an SEN school. The project is being led by the Department of Education together with St Helens Council and is at an advanced stage. A planning application is anticipated soon, and a contractor has been identified for the project.
414. EDU3 is proposed for a primary school within the Green Belt at Halebank where the Council has identified the need for a school to serve the proposed development. Whilst Halebank Primary has recently been redeveloped, it lies within the middle consultation zone of a hazardous installation and so has no scope to add any additional capacity at its existing site. Consequently, EDU3 is reserved in case the school age population in Halebank increases sufficiently to warrant additional local educational provision.
415. The site does not narrow the gap between Hale and Halebank and would contribute towards rounding of the settlement. It has a significant level of visual encroachment from surrounding development. Compensatory improvements would be delivered as part of the wider residential development. The wider Green Belt parcel is identified as making a moderate contribution to Green Belt purposes overall. The need for additional education facilities would be likely to arise from the proposed residential development. Given the strategic housing requirement and the restrictions on the current school site we consider that exceptional circumstances exist for the release of the land from the Green Belt.
416. Furthermore, the site is not identified as supporting habitat for the Mersey SPA and educational use would not conflict with the conservation objectives. Overall, the education allocations are justified, effective and consistent with national policy.

#### **Conclusion on Issue 14**

417. Subject to the MM set out above, the Halton Centre allocations are justified, effective and consistent with national policy.

#### **Issue 15– Whether the proposed Gypsy, Traveller and Travelling Showpeople allocations are justified, effective and consistent with national policy?**

418. Policy RD2 allocates Sites GT5 and GT7 as Gypsy and Traveller sites to afford some protection to their continued use and to allocate an extension to GT1 at Warrington Road, Runcorn (GT6). Site capacities are based on the now withdrawn Government Guidance on Designing Gypsy and Traveller sites.
419. GT6 Warrington Road (extension) represents an extension of the existing site GT1, Canalside. Whilst the site is a greenspace designation in the UDP it serves no public open space function at present. The site may have low-level contamination due to the proximity to the Manchester Ship Canal; however, this can be addressed as part of any planning application. Part of the site adjacent to the canal is within flood zone 3 and part in flood zone 2. However, additional

flood modelling has been undertaken for the canal which shows that the extent of overlap with those sites has been reduced. Furthermore, there is potential to raise the site to take parts out of the flood zone. Nevertheless, the capacity of the site has been reduced from 12 pitches to 9 pitches in recognition of the revised flood risk maps. Further to consultation on the Main Modifications, the site area has been slightly revised to more accurately reflect the extent of Flood Zone 3 and this is shown on the additional revisions to the Policies Map.

**MM023** addresses these points for the policy to be effective and consistent with national policy.

420. The site is in private ownership and the owner's preferred use is for employment given its location adjacent to the industrial estate. Whilst the availability of the site is in question, the Council have confirmed that it would negotiate and if necessary, use its compulsory purchase powers to bring the site forward taking account of its statutory duty.

421. Furthermore, it is logical to consolidate the existing Gypsy and Traveller use at Warrington Road which would assist site management enabling the shared use of existing facilities. Moreover, the existing use is established and there is no conflict with surrounding uses. Funding sources from Homes England could be utilised to facilitate the provision of the extension. Whilst the above issues would take some time to resolve the site would not be required immediately. Overall, we consider that the allocation is justified, effective and consistent with national policy.

### **Conclusion on Issue 15**

422. Subject to the MMs set out above, the Gypsy, Traveller and Travelling Showpeople allocations are justified, effective and consistent with national policy.

### **Issue 16 – Whether the land proposed for safeguarding is justified, effective and consistent with national policy?**

#### **Safeguarded sites-Daresbury: SG2; SG4 and SG9**

423. Land to the east of Daresbury village is proposed as safeguarded land (SG2; SG4; SG9). The sites demonstrate strong countryside character and are only partially contained with less than 50% adjacent to the urban area. Development of the sites would reduce the gap to Warrington at this point; however, it would remain more than 3km. Site SG2 has limited visual encroachment, with most views open or with built development absent or well-screened. Sites SG4 and SG9 have some visual encroachment with views at certain points of the sites overlooked by development. Overall, the sites make a moderate contribution to the openness and purposes of the Green Belt.

424. The western boundaries of the sites are weak to moderate formed by boundary treatment to the rear of residential gardens at some points and hedgerows and intermittent trees. The eastern and southern boundaries which would form the new Green Belt boundaries are weak to moderate at present formed by

hedgerows which are patchy in parts and intermittent trees. Whilst there would be potential to strengthen these boundaries with landscaping, this would take many years to establish. Consequently, a stronger, more logical and defensible boundary in this location is the A56, Chester Road bypass.

425. The Council seek to justify the release of housing land in this location based on the contribution it would make to future housing land supply at a strategic level; however, the village only has around 40 houses and so locally arising need would be extremely limited and could be met through infill development within the village.
426. Whilst not referred to in the Council's exceptional circumstances paper the Council explained at the Hearing sessions that the exceptional circumstances also relied upon the ability of the land to assist in addressing parking problems at the school and in relation to the safeguarded sites to provide playing pitches for the school. However, the car park and playing fields could be provided on land without the provision of housing and there is no firm evidence before us to demonstrate that the bus service would definitely return. Consequently, we do not consider that these factors justify the exceptional circumstances required to release the land from the Green Belt in this location.
427. Accessibility considerations are the same as for site D1. Furthermore, whilst the safeguarded sites are not proposed for development at present the cumulative effect of any proposed development of D1 and the safeguarded sites on the linear character of the village and the Conservation Area would be a very important consideration. In particular, SG4 is situated in close proximity to the Grade II \* listed Church of All Saints (within 50m of the site boundary). The effect of any development on the setting of the Church would also be a very important consideration.
428. In conclusion, the exceptional circumstances do not exist for release of this land from the Green Belt. **MM055** addresses this point to be consistent with national policy. A consequential amendment to the Policies Map is also necessary (PMM01).

#### **Safeguarded Land-Preston-on-the-Hill: SG1, SG3, SG5, SG7 and SG8**

429. Preston-on-the-Hill is a small linear village, overlooking the larger settlement of Preston Brook. The settlement is proposed to be taken out of the Green Belt and identified as a Primarily Residential Area in recognition of its relatively dense urban form which does not contribute to the openness of the Green Belt. An opportunity exists to develop a partially previously developed site (P1) to the west of the village and a site (P2) between the A56 and the M56, both of which make only a limited contribution to the Green Belt. Together, these sites make a logical urban extension to the village.
430. A number of safeguarded sites are proposed to the south and east of the village. The release of these sites from the Green Belt would result in breaching existing strong Green Belt boundaries of the M56 and the railway line. However, significant development at Preston Brook and the Whitehouse

Industrial Estate have already breached the M56 and the built form of Preston-on-the-Hill exists beyond the railway line and the canal.

431. The proposed sites are adjacent to the urban area of Preston Brook and the Whitehouse Industrial Estate and are therefore, partially contained. Sites SG5 and SG8 are only identified as making a partial contribution to the Green Belt, whilst SG7 and SG1 make a moderate contribution to the Green Belt.
432. Parts of the north-eastern boundary of SG7 and SG8 formed by field boundaries are weak; however, the creation of an access road off the A56 provides the opportunity to create a strong, defensible boundary. Furthermore, there is potential to create a link road from Junction 11 of the M56 to the A533 to the south which would have wider benefits for the road network. The link road would also provide opportunities to connect to existing bus routes, footpaths and cycle routes and improve sustainable transport modes. The link road is at the business planning stage and whilst not in the delivery schedule of the IDP it is referred to in the supporting text.
433. The sites are situated close to the local centre in Preston Brook which comprises a convenience store and post office. Opportunities to improve access to education and health facilities in Murdishaw and Sandymoor would need to be carefully considered.
434. The existing settlement of Preston-on-the-Hill would be surrounded by future development. However, the village is not a Conservation Area and given the scale of the sites, opportunities would exist to set development back to maintain a degree of separation in order to protect the linear core.
435. Whilst the sites have some constraints, it is apparent that those can be addressed as part of any detailed scheme and would not preclude or unduly constrain future development. The sites have a willing landowner and a housebuilder is involved with site SG8 and part of SG7. Consequently, there is no reason to doubt that the sites would be available for development in the future.
436. In summary, Map 12a of the Green Belt Study clearly shows that this location performs less well in terms of the contribution it makes to Green Belt openness and purposes. Furthermore, Preston-on-the-Hill is situated in one of the largest gaps between settlements in comparison to other locations.
437. Overall, we consider that the safeguarded sites in the broad location of Preston-on-the-Hill have the potential to form a logical strategic extension to meet future development needs beyond the Plan period. Given the future housing and employment needs of the Borough and the lack of alternative sites we consider that the exceptional circumstances exist to release the sites from the Green Belt.

**Safeguarded Sites, North Widnes: SG10 Pex Hill; SG12 Notcutts Garden Centre.**

438. Two sites are proposed as safeguarded land to the north of Widnes. SG10 Pex Hill is situated to the north of the A5080 and the west of Norland's Lane and is around 17 hectares. The smaller parcel of land comprises of a paddock, whilst the larger parcel is in agricultural use.
439. Around 50-70% of the boundary of the larger parcel of land is adjacent to development and so is largely contained. The site is within one of the narrower gaps between settlements and its development would reduce the gap from Widnes to Cronton and Widnes to Rainhill; however, there is already intervening development and it would not lead to the merging of settlements. Whilst the boundary strength on the north and eastern boundaries is weak, these could be strengthened through landscaping and an access road may strengthen the northern boundary. Whilst in isolation the boundaries of the smaller parcel of land are identified as weak; the site would be developed as part of the wider parcel of land and would not, therefore, form a Green Belt boundary. Furthermore, there is potential for off-site compensatory improvements.
440. Given the strategic future housing need for in the Borough and in particular in relation to need in the Widnes area taken together with the relatively contained nature of the site, we consider that exceptional circumstances exist to release the site from the Green Belt for future need.
441. In terms of creating sustainable patterns of development, there is potential to improve accessibility to services through connections to local bus services; footpaths and cycleways in addition to the Pex Hill Nature Reserve.
442. Some concern surrounds the access onto Cronton Road, due to the potential conflict with movements associated with the college; however, it is considered that those concerns could be resolved. Other identified constraints are deemed to be resolvable in the longer term through the consideration of a detailed planning application. The site is available and there is interest in the site from housebuilders. Consequently, there is no reason to doubt that the site would come forward in the future.
443. SG12 Land adjacent to Notcutts Garden Centre is situated to the north of an existing garden centre on the northern edge of Widnes and is around 4.17ha of land with a potential capacity for around 101 dwellings.
444. The site is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and so is partially contained. The site would have a limited impact on the gap between settlements. The site has a strong boundary to the east formed by Twyford Lane and to the west by the former railway line. There is potential to strengthen the northern boundary on the site. Overall, the site makes a moderate contribution to Green Belt purposes.
445. There are opportunities to improve the Greenway which runs to the northern edge of the expressway as part of compensatory improvements to off-set the loss of Green Belt land. Given the strategic future housing need in the Borough and in particular in Widnes, we consider that the exceptional circumstances required to release the site from the Green Belt exist.



446. In terms of creating sustainable patterns of development, the site is within 300m of a bus stop and within a reasonable distance of a supermarket. There is an existing access onto Mill Lane and a secondary access would be required on Tyford Lane. There are opportunities to improve pedestrian links via the Greenway and also as part of the wider development of North-East Widnes.
447. The land is within a single ownership and available has been subject to sub-market testing. There is nothing to suggest that the site would not come forward in the next Plan period.

**Safeguarded Sites, Halebank: SG11 Land at Hale Gate Road; SG13 Land to the south of Hale Bank Road**

448. SG11 Land at Hale Gate Road is situated to the rear of existing residential properties on Hale Gate Road and to the west of Pickerings Pasture, a local wildlife site. It is around 22ha and is currently in agricultural use. A wastewater treatment works is situated to the south-east of the site.
449. The site is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and so is partially contained. The site would contribute to the rounding of settlements and would have limited impact on the gap between Halebank and Hale. The southern boundary of the site is strong, formed by the access road to the waste-water treatment works. The eastern boundary is also strong, formed by a woodland belt for the most part. Whilst the western boundary is weak this would not form an outer Green Belt boundary in any event.
450. Overall, the main parcel of land is identified as making a moderate contribution to Green Belt purposes whilst the smaller parcel to the rear of Mersey View Road is identified as making a partial contribution to Green Belt purposes. Given the strategic future housing need in Widnes together with the limited Green Belt harm and the lack of alternatives we consider that exceptional circumstances exist to release the site from the Green Belt.
451. The capacity of the site is constrained by the proximity to the wastewater treatment works due to the potential noise and odour. A pipeline traverses the site, and the site is at potential risk of flooding from surface water. It is considered that these can be overcome through technical solutions in the longer term and by focussing development on the northern part of the site which would contribute to the rounding of the settlement.
452. The southern part of the site is more heavily constrained and could be used to create a standoff with the wastewater treatment works and provide compensatory improvements with linkages to the existing greenspaces and footpaths.
453. Provision of on-site greenspace and recreation would also off-set any potential impact on the SPA in combination with contributions in line with the Interim Recreation Mitigation Strategy. Initial survey work has not identified the site as being functionally linked land; however, there would be the requirement for additional survey work.

454. There is sufficient capacity within the road network and while not straightforward, access issues are not insurmountable. Services and facilities are available in Halebank. A developer has an option to develop the site and so there is no reason to doubt that the site is available and developable in the longer term.
455. Main modification **MM055** is required to reflect a reduced site area taking account of the need for a stand-off from the waste-water treatment works for the Policy to be effective. A corresponding change to the Policies Map to show the reduced boundary along the edge of the site with the adjacent waste-water treatment works is required and formed part of an additional consultation on the Policies Map.
456. SG13 Land to the south of Hale Bank Road is situated to the south of the village and to the west of the proposed allocation W24. The site is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and so is partially contained. The development of the site would reduce the gap between the western edge of Widnes and Liverpool and the southern edge of Halebank and Hale; however, sufficient separation would remain.
457. Due to the nature of the landscape, there is a lack of physical features which makes it difficult for any allocation to reflect strong boundaries on the ground, particularly on the south and west boundaries which would need to be strengthened through structural planting. The Green Belt Study identifies that the site makes a moderate contribution overall to Green Belt purposes. Given the future housing need and a lack of alternatives we consider that exceptional circumstances exist to release the site from the Green Belt.
458. The site is situated in close proximity to the Hale Bank Conservation Area (HBCA), the significance of which derives from its linear nature. Given the size of the proposed sites there would be the opportunity to set development back from the HBCA in order to protect the linear core of the village. Retaining important views through gaps in the frontages of the village to the open land beyond would help to avoid the perception of depth.
459. There are no identified constraints which could not be overcome, and the developer has confirmed that the site is available. Consequently, there is no reason to doubt that the site would come forward in the future.

## **Conclusion on Issue 16**

460. Subject to the MMs set out above, the land proposed for safeguarding is justified, effective and consistent with national policy.

## **Issue 17 – Other matters**

461. There are a number of other parts of the Local Plan that need to be modified to ensure soundness.

462. **MM001**, **MM002** and **MM018** are required in the introduction to the Local Plan as well as Policy CS(R)22 and its supporting text to reflect the new Use Classes Order, so the Local Plan is effective and consistent with national policy.

## **Infrastructure Provision, Implementation, Monitoring and Viability**

### **Issue 18 – Whether the Local Plan is justified, effective and consistent with national policy in relation to Infrastructure Provision, Implementation, Monitoring and Viability?**

#### **Infrastructure**

463. The Council has worked closely with a range of other organisations to identify key infrastructure requirements and a programme for delivery and these are set out in the Infrastructure Delivery Plan 2020 (IDP). There is a clear commitment to keep this under review. The IDP sets out clearly the specific infrastructure requirements for the Strategic and individual site allocations. The Council has also been active in pursuing funding opportunities to bring forward improvements to infrastructure such as for strategic highway and junction improvements and flood alleviation schemes.

464. **MM008** is necessary to Policy CS(R)7, in line with the SoCG with the Environment Agency (PSD03b) and SoCG with Natural England (PSD03d), to ensure that development proposals are supported by the timely provision of an appropriate level of infrastructure, including water supply and treatment and flood defence, in consultation with the relevant infrastructure/ service providers. In addition, the working arrangements with the infrastructure providers on the IDP is moved to the supporting text and the reference to the pooling of developer contributions is removed in light of the latest changes to the Community Infrastructure Levy Regulations. This MM is necessary to ensure that Policy CS(R)7 and its supporting text is justified, effective and consistent with national policy.

#### **Implementation**

465. The Local Plan takes a pragmatic and realistic approach to developer contributions given the issues in terms of viability. Policy CS(R)7 gives sufficient flexibility to allow for viability to be taken into account.
466. Policies CS(R)21, HE4, HE6 and HC5 sets out an appropriate approach to green infrastructure as well as social, sports, recreation and community infrastructure and facilities.

#### **Monitoring**

467. **MM057** and **MM058**, which would amend the Local Plan Monitoring Framework in Appendix G to take account of the non-strategic policies and other MMs, are necessary to ensure that there would be clear and effective mechanisms to

monitor the implementation of the Local Plan. Additional changes have been made in response to MMs consultation to address the effectiveness of the monitoring indicators and targets, including those relating to Policies CS(R)1, CS(R)20, HE2, HE4, HE10 and HE11.

### **Viability**

468. A Whole Plan Viability Assessment (HDH, 2019) (WPVA) [SD04] was submitted alongside the Local Plan. The WPVA has been subject to consultation at various stages and the points raised were addressed and considered in the report. There is some dispute over inputs to the assessment including the base assumption unit s106 costs, benchmark land values, abnormal development costs and developer's profit. However, undertaking a WPVA is not an exact science there will always be an element of judgement in applying assumptions and reaching conclusions. From everything which I have read, and the evidence given by HDH at the examination, I find the methodology used and the inputs applied to be grounded in recognised data sources.
469. Furthermore, whilst detailed assumptions were challenged by developers, they, nevertheless, agreed at the hearing session on viability that overall, the Local Plan is viable. Indeed, developers were keen to emphasise at the hearing sessions on site allocations that their specific sites were viable.
470. The WPVA recognises that viability differs across the site typologies and that a blanket 25% affordable housing target across the Borough would not be deliverable. Strategic sites are likely to have higher infrastructure costs and a lower net developable area, and this is reflected in the lower percentage target of 20% on these sites. Smaller greenfield sites are the least constrained and can, therefore, support a higher requirement of 25%. Affordable housing is not sought on brownfield sites in recognition of challenging viability issues associated with these sites. Main Modifications to CS(R)13 have been made to ensure that the policy is applied flexibly to reflect viability issues. Similar adjustments have been made to open space policies to reflect viability.
471. Overall, the WPVA demonstrates that the cumulative requirements of the Plan would not undermine the delivery of the strategy of the plan by threatening the viability of development. Consequently, the plan would be consistent with paragraph 34 of the NPPF and paragraphs 001-006 and 029 of the NPPG.

### **Conclusion**

472. Subject to the MMs set out above, the Local Plan is justified, effective and consistent with national policy in relation to Infrastructure Provision, Implementation, Monitoring and Viability.

### **Overall Conclusion and Recommendation**

473. The Local Plan has a number of deficiencies in respect of soundness for the reasons set out above, which mean that we recommend non-adoption of it as

submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explained in the main issues set out above.

474. The Council has requested that we recommend MMs to make the Local Plan sound and legally compliant and capable of adoption. We conclude that the duty to cooperate has been met and that with the recommended MMs set out in the Appendix to this Report, the Halton Delivery and Allocations Local Plan 2014-2037 satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.

*Caroline Mulloy and David Troy*

Inspectors

This report is accompanied by an Appendix containing the Main Modifications.

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## Appendix 1 – Main Modifications

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions.

The page numbers and paragraph numbering below refer to the Halton Delivery and Allocations Proposed Submission Document August 2019 (SD01) and do not take account of the deletions or additions of text.

Ref	Page	Policy/ Paragraph	Main Modification
MM001	8	1.4	<p>1.4 The current Halton Local Plan Core Strategy was adopted in 2013. Since the Plan was adopted there have been a number of changes that need to be addressed:</p> <p><u>g. Revisions to the Use Classes Order (October 2020)</u></p>
MM002	21	2.41 – 2.42 New paragraphs	<p><del>2.41 In terms of the Borough's historic environment there are a range of heritage assets which serve as a positive link to, and reminder of, Halton's past, including ten Conservation Areas, seven Scheduled Monuments and 129 Listed Buildings.</del></p> <p><del>2.42. Additionally, a substantial part of Halton's character and 'sense of place' is formed by the Borough's waterside environments along the Mersey Estuary, the Manchester Ship Canal, the Bridgewater Canal, St Helens Canal and the Weaver Navigation. Halton's waterways provide an attractive setting for waterside development, a recreational resource and help improve the image of the Borough.</del></p> <p><u>[New] Halton retains a diverse historic environment consisting of a range of heritage assets from the differing periods in the borough's history. Widnes retains a collection of listed ecclesiastic buildings, many identifying the centre of once separate hamlets and villages that have long been enveloped into the wider town such as Appleton Village</u></p> <p><u>[New] Runcorn is dominated by the remains of Halton Castle that occupies the strategically important vantage over the estuary of the River Mersey and the traditional crossing point at Runcorn Gap, to the north with the</u></p>

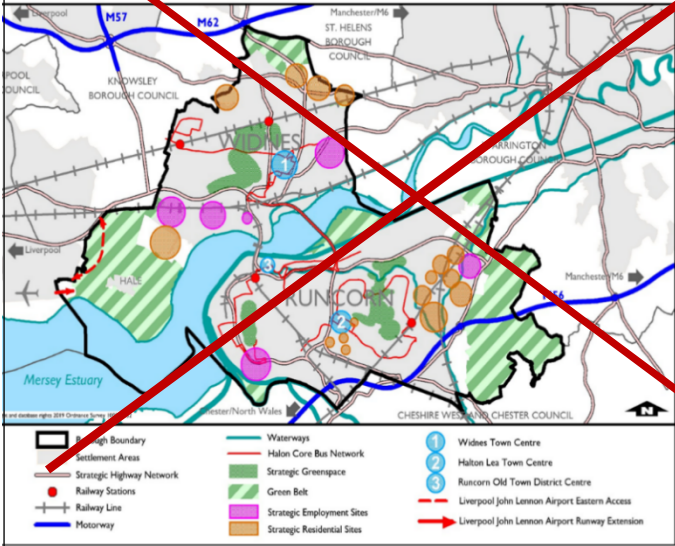
Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>remains of Norton Priory and associated, gardens, Ice House and Lodge a few miles to the north east. Runcorn has clusters of listed buildings at Weston village, Higher Runcorn and around the castle at Halton Village, all now subsumed into the wider town.</u></p> <p>[New] <u>Being at the traditional lowest crossing point of the Mersey, it is unsurprising that many of the boroughs nationally recognised assets relate to transport infrastructure with the Silver Jubilee Bridge being by far the most prominent. Around one in 7 of the borough’s 129 listed buildings and structures relate to the canals or railways, with the Bridgewater Canal having seven including bridges, tunnel air shafts and locks.</u></p> <p>[New] <u>What is perhaps surprising, given the boroughs position as the birthplace of the modern chemical industry is that so few industrial buildings remain, Gossages Tower (Catalyst Museum) being a rare exception. Similarly, neither Widnes or Runcorn have town centres blessed with central spaces graced by surrounding civic / listed buildings, Widnes’s town centre having migrated north away from its traditional core around Victoria Road / Square. In Runcorn the traditional ‘Old Town’ centre was relegated to the role of district centre and had a busway driven through its core by the former New Town Development Corporation. Hale Village, whilst significantly expanded in the 1970’s retains a degree of its central character and identity around the ‘Childe of Hale’, and Daresbury Village makes much of its association with Lewis Carroll.</u></p>
<b>MM002</b>	23	2.55	<p>Halton’s challenges that this Plan should seek to address are to:</p> <ul style="list-style-type: none"> <li>• <del>maintain and enhance</del> <u>conserve and enhance</u> Halton’s natural and heritage assets including its sites of local, national and international importance, waterside environments and distinctive character;</li> </ul>
<b>MM003</b>	36	CS(R)1 New Part after Part 2	<div style="border: 1px solid black; padding: 5px;"> <p><b>Policy CS(R)1: Halton’s Spatial Strategy</b></p> <p>1. To achieve the Vision for Halton to 2037, new development should deliver:</p> </div>



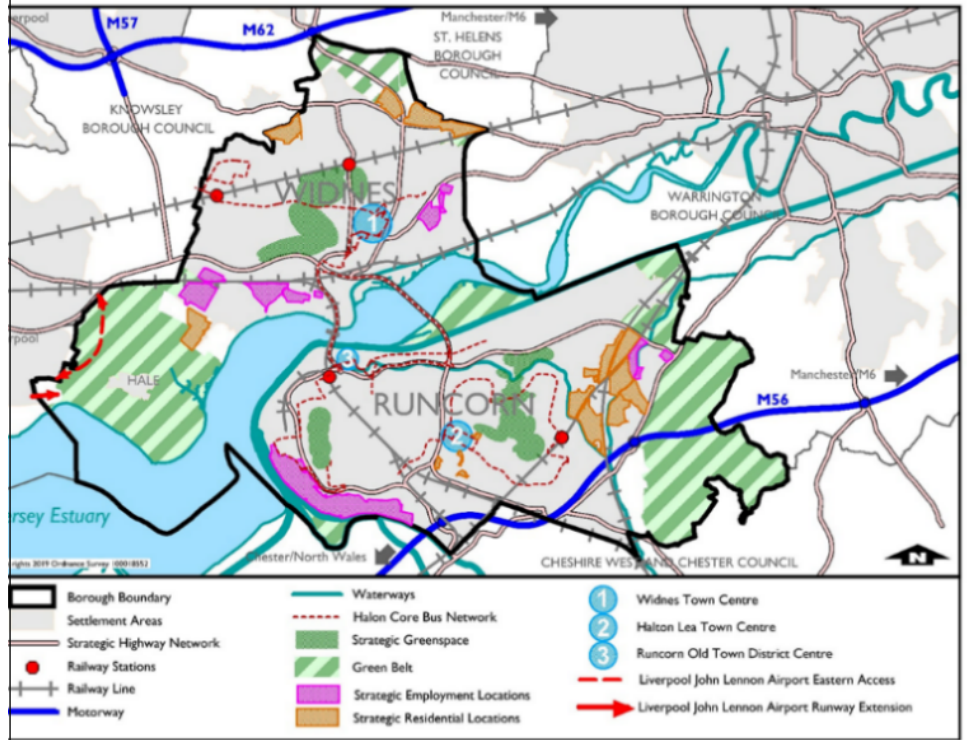
Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>• at least <b>8,050</b> (net) additional dwellings (2014-2037)</li> <li>• approximately <b>180 ha</b> (gross) of land for employment purposes</li> <li>• up to <b>9,293</b> sqm of town centre convenience/comparison goods retailing</li> <li>• up to <b>5,112</b> sqm of retail warehousing</li> </ul> <p>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.</p> <p><b>Key Urban Regeneration</b></p> <p>The Spatial Strategy for Halton is focused around a balanced mix of prioritised urban regeneration, supported by appropriate levels of greenfield expansion. The strategy will largely be realised by the delivery of five Key Urban Regeneration Areas across the Borough where the majority of new development will be located. The five areas are:</p> <ol style="list-style-type: none"> <li>a) <b>Halebank and Ditton Corridor, Widnes</b> 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.</li> <li>b) <b>South Widnes</b> Incorporating the town centre, West Bank and the waterfront area, supporting the revitalisation and regeneration of the area.</li> <li>c) <b>West Runcorn</b> Involving the regeneration of previously developed (brownfield) land within the existing urban area.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>d) East Runcorn</b> Delivering greenfield expansion including the completion of the proposals for Runcorn New Town and further extension to the east of Runcorn.</p> <p><b>e) North Widnes</b> Delivering greenfield expansion and further extension to the urban area to the north of Widnes.</p> <p><b>2. Brownfield Focus (beneficial and efficient use of existing sites)</b> Outside of the Key Urban Regeneration Areas, the re-use of previously developed land will be supported, notably where regenerating or bringing sites back into use will bring wider benefits to the Borough. Important green infrastructure within the urban area will be protected from detrimental development to ensure its value, both individually and as part of a network, is retained.</p> <p><u>[New] The Liverpool City Region (LCR) Recreation Mitigation Strategy has been developed to meet the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended). Residential development within 5 km of protected accessible coasts, resulting in a net increase of 10 or more dwellings and major tourism developments, will be able to discharge their HRA requirements in relation to recreational disturbance by making a financial contribution towards avoidance and mitigation schemes in the LCR area in accordance with policy CS(R)20 and HE1.</u></p>
	37	CS(R)1 New Paragraphs	<p><u>[New] Halton Council together with partners have introduced a Recreation Mitigation and Avoidance Strategy to assist major residential developments fulfil the legal requirements of the Habitats Regulations relating to the protection of internationally designated sites in the Liverpool City Region. The Strategy covers direct and in</u></p>

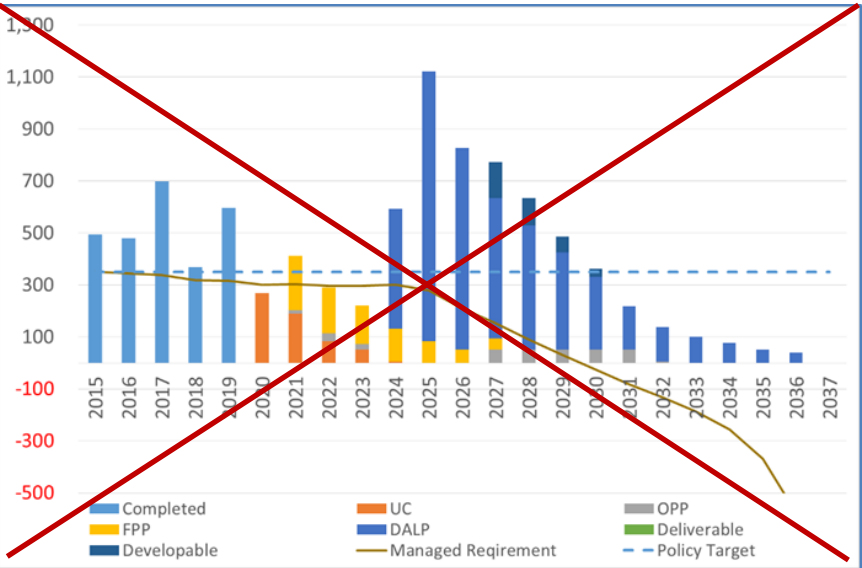
Ref	Page	Policy/ Paragraph	Main Modification
		after 7.13	<p><u>combination potential adverse effects resulting from increased recreational pressure as a result of major housing and tourism development as set out in Policy CS(R)20 and HE1</u></p> <p>[New] <u>The Liverpool City Region (LCR) Recreation Mitigation Strategy has been developed to meet the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended). The Strategy addresses the potential effects on the internationally recognised Special Protection Areas (SPAs) of major housing developments on or near to the LCR coastline. Residential development within 5 km of protected accessible coasts, resulting in a net increase of 10 or more dwellings and certain major tourism developments, will be required to make a financial contribution towards avoidance and mitigation schemes in the LCR area. Halton's Interim Approach (IA) Position Statement setting out clear mitigation measures will be implemented alongside the first residential planning applications that come forward under this plan until such time that the Liverpool City Region RMS is adopted in 2023.</u></p>

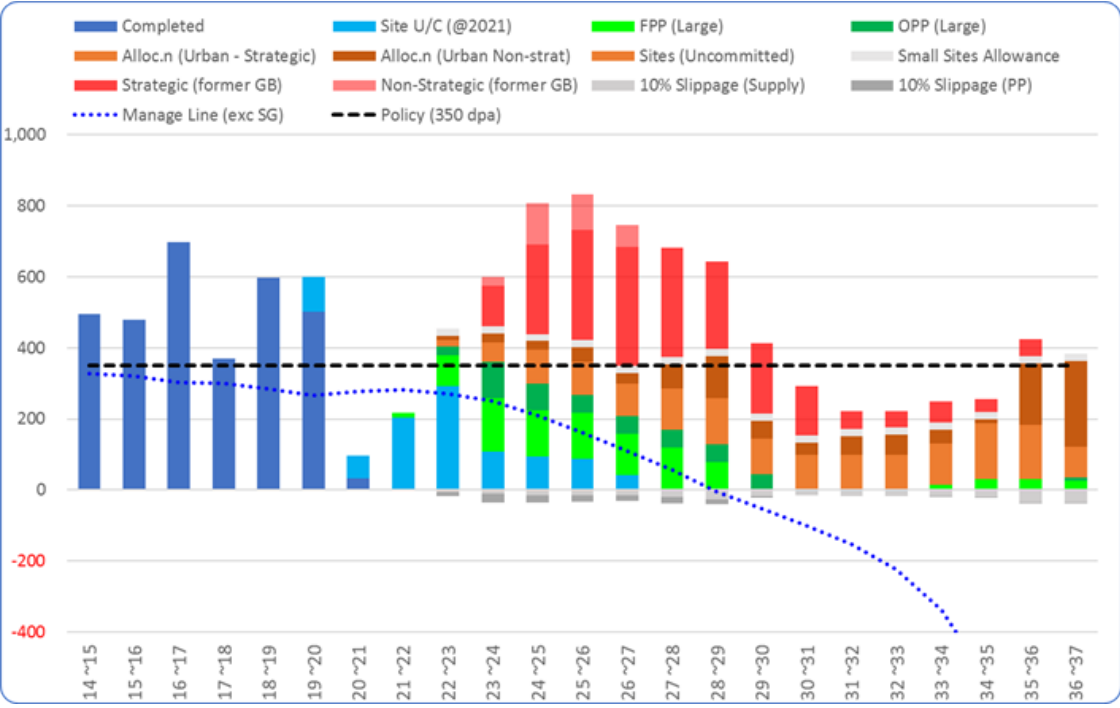
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MM004	38	Figure 6 Key diagram	 <p data-bbox="636 1075 987 1106">Original Key Diagram deleted</p>

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Revised Key Diagram inserted

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MM005	42	CS(R)3  Figure 7: Housing Trajectory	 <p data-bbox="645 1027 943 1058">Original trajectory deleted</p>

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			 <p data-bbox="640 1209 954 1241"><u>Revised trajectory inserted</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
MM006	51	CS(R)5 7.64	7.64. The development of Runcorn Old Town followed the commercial and industrial growth of Runcorn on the south bank of the Mersey, arising from the development of the Bridgewater Canal in the 1770's, the mainline railway, and the Manchester Ship Canal in the latter half of the 19th century. However, the creation of Runcorn New Town, the development of the Shopping City at Halton Lea and the building of the busway that cut through the centre led to a decline in Runcorn Town Centre. The centre has lost much of its comparison goods offer and many units are occupied by A2 professional services traders due to lack of appropriate premises in the larger Halton Lea centre. The Old Town is currently part of wider regeneration plans including the revitalisation of the Runcorn Station Quarter.
MM007	53	CS(R)6 New Part after Part 2	<div style="border: 1px solid black; padding: 10px;"> <p><b>Policy CS(R)6: Green Belt</b></p> <ol style="list-style-type: none"> <li>1. A Green Belt is designated around the urban areas and new allocations of both Runcorn and Widnes/Hale.</li> <li>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.</li> </ol> <p><u>[New] Development proposals for the sites removed from the Green Belt and allocated or safeguarded in this plan should include compensatory improvements to the environmental quality and accessibility of remaining Green Belt land to offset the impact of the removal of the land from the Green Belt.</u></p> </div>
MM007a	53	CS(R)6 New paragraph after para 7.74	<u>[New] Development proposals for the sites removed from the Green Belt should include compensatory improvements to the environmental quality and accessibility of remaining Green Belt land to offset the impact of the removal of the land from the Green Belt in accordance with paragraph 142 of the National Planning Policy Framework. Compensatory improvements could include new or enhanced green infrastructure, woodland planting, landscape and visual enhancements, improvements to biodiversity, new or enhanced walking or cycling routes and improved access to new, enhanced or existing recreational and playing field provision.</u>



Ref	Page	Policy/ Paragraph	Main Modification
MM008	54 - 55	CS(R)7 Part 2 Part 3	<p><b>Policy CS(R)7: Infrastructure Provision</b></p> <ol style="list-style-type: none"> <li>1. Development should be located to maximise the benefit of existing infrastructure and to minimise the need for new provision.</li> <li>2. Where new development creates or exacerbates deficiencies in infrastructure it will be required to ensure those deficiencies or losses are compensated for, adequately mitigated or substituted for <del>before development is begun or is occupied in a timely manner</del>. On larger developments that will be completed in phases or over a number of years, an agreed delivery schedule of infrastructure works may be appropriate. Where infrastructure provision is not made directly by the developer, contributions may be secured by an agreement under Section 106 of the Act<sup>54</sup> including where appropriate via a phased payment schedule.</li> <li>3. <del>The Council will continue to work with infrastructure / service providers to update the Infrastructure Plan, which may form the basis of a charging schedule to support wider infrastructure requirements across the Borough. Such a charging regime would necessitate the introduction of a Community Infrastructure Levy for Halton where contributions will be sought from all applicable development to support infrastructure provision across the Borough. The details of such an approach will be set out in appropriate local development documents. Development proposals will be supported where there is sufficient wastewater treatment capacity. If localised deficiencies arise, development will have to be phased to so as not to exceed available capacity. Furthermore, all developments will be required to deliver green infrastructure approaches, such as Sustainable Urban Drainage Systems (SuDS), to maximise in-situ pollutant attenuation in accordance with policy CS21 and HE9.</del></li> <li>4. Applications for the provision of new infrastructure will be supported where they are required to help deliver national priorities or locally identified requirements and where their contribution to agreed objectives outweigh the potential for adverse impacts.</li> </ol>

<sup>54</sup> Section 106 of the Town and Country Planning Act 1990

Ref	Page	Policy/ Paragraph	Main Modification
MM008	55	7.74  New Paragraphs after 7.75	<p>7.74 An integral part of the Local Plan is to ensure that development proposals are supported by the timely provision of an appropriate level of infrastructure including:</p> <ul style="list-style-type: none"> <li>• transport infrastructure such as roads, railways, public transport, and cycling and walking routes;</li> <li>• physical and environmental infrastructure such as water supply and treatment, <u>flood defence infrastructure</u>, and energy supply;</li> <li>• green infrastructure such as public greenspaces;</li> <li>• social infrastructure including community services and facilities; and,</li> <li>• digital infrastructure such as internet access.</li> </ul> <p>7.75 The cumulative effects of a number of developments should also be taken into account, so far as joint contributions to off-site infrastructure may be required. In such circumstances, developer contributions or a tariff based approach will be used to secure funds or works for essential elements of schemes where on or off site provision in kind is not forthcoming. On larger development sites where there are multiple land ownerships, the Council may seek phased payments from landowners to contribute towards infrastructure which will serve the whole of the area. The Infrastructure Plan<sup>48</sup> accompanying the DALP outlines required infrastructure in the Borough setting out where contributions from a variety of parties may be required. The ability of an individual development to deliver the required level of contributions or direct provision of infrastructure will be determined by the effect this may have on the economic viability of the development concerned. Where the scale of infrastructure or contributions required is deemed to have a negative impact on the overall viability of a development, the Council will require evidence to be submitted to demonstrate this. In such instances, the contribution towards infrastructure provision may be re-examined.</p> <p><u>[New] 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.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>[New] <u>The Council will continue to liaise with United Utilities to ensure the development will only be allowed where/when it can be supported by adequate potable and wastewater treatment capacity over the entire plan period.</u></p>
MM009	57	CS(R)12 Parts 1,5	<p><b>Policy CS(R)12: Housing Mix and Specialist Housing</b></p> <ol style="list-style-type: none"> <li>1. On sites of 10 or more dwellings, the mix of new property types delivered <del>should</del> <u>are encouraged to</u> contribute to addressing identified needs (size of homes and specialist housing) as quantified in the most up to date Strategic Housing Market Assessment, unless precluded by site specific constraints, economic viability or prevailing neighbourhood characteristics.</li> <li>2. Proposals for new specialist housing for the elderly, including extra-care and supported accommodation, will be encouraged in suitable locations, particularly those providing easy access to local services and community facilities. Development proposals for specialist housing should provide adequate amenity space and parking.</li> <li>3. Affordable housing provision in line with Policy CS(R)13 will still be required where the proposal for specialist accommodation provides self-contained dwellings.</li> <li>4. There will be a presumption against further residential care accommodation resulting in or exacerbating an oversupply.</li> <li>5. In order to reduce reliance on specialist housing in the future and to allow residents to live within their own homes for as long as they are able, the Council will encourage <del>the delivery of homes which meet Lifetime Homes standards</del> <u>designs of dwellings that can be adapted should they be required.</u></li> <li>6. Proposals for development that would result in the loss of special needs housing will only be granted permission where it can be demonstrated that there is no longer an established local need for this type of accommodation or adequate replacement accommodation will be provided.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
MM009	58	7.84	7.84. The concept of Lifetime Homes 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.
MM010	59 - 60	CS(R)13 Parts 1-5,7	<p data-bbox="636 687 1234 715"><b>CS(R)13: Affordable Homes and Starter Homes</b></p> <p data-bbox="651 735 1966 791">7.85 The delivery of affordable housing to meet current and future housing needs is a component of creating sustainable communities.</p> <div data-bbox="651 858 1944 1375" style="border: 1px solid black; padding: 5px;"> <p data-bbox="667 863 1350 890"><b>Policy CS(R)13: Affordable Homes and Starter Homes</b></p> <ol data-bbox="667 911 1930 1375" style="list-style-type: none"> <li data-bbox="667 911 1930 975">1. All residential schemes including ten or more dwellings (net gain), or <del>0.33</del> <u>0.5</u> ha or more in size, <u>with the exception of brownfield sites</u> are to provide affordable housing at the following rates:               <ol data-bbox="808 991 1930 1142" style="list-style-type: none"> <li data-bbox="808 991 1930 1046">a. Strategic Housing Sites: Those identified on the Policies Map as Strategic Housing Locations, are required to deliver a 20% affordable housing requirement</li> <li data-bbox="808 1062 1930 1102">b. Greenfield Development: Will be required to deliver 25% affordable housing requirement</li> <li data-bbox="808 1118 1930 1142">c. Brownfield sites: Will be required to deliver 0% affordable housing requirement.</li> </ol> </li> <li data-bbox="667 1158 1930 1254">2. The Council will require at least 10% of the homes on schemes of ten or more dwellings to be available for affordable home ownership (Shared ownership or Starter Homes) as part of the overall affordable housing contribution from the site.</li> <li data-bbox="667 1318 1930 1375">3. <del>Affordable housing should be provided as 74% affordable or social rent and 26% intermediate. The overall number of affordable housing units should be provided as approximately 74% affordable or</del></li> </ol> </div>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>social rent and 26% intermediate where practicable and unless evidence* justifies a departure from this requirement. Homes for affordable home ownership (shared ownership or starter homes) can be provided within the intermediate proportion of affordable housing provision.</u></p> <p>4. Affordable housing will be required to be delivered in perpetuity, <u>where feasible.</u></p> <p><del>Affordable Homes and Starter Homes</del></p> <p>5. In relation to the provision of affordable homes <del>and starter homes as out above</del> the Council will:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) Only reduce the affordable housing contribution <u>or vary the tenure mix</u> where robust and credible evidence is provided to demonstrate that the affordable housing target would make the development unviable <u>or in terms of tenure mix in accordance with part 3.</u> This appraisal may then be reviewed by independent economic viability consultants. The applicant will be required to meet the full cost of this work.</li> <li>c) Only accept off site provision or financial contributions in lieu of on-site provision <del>in exceptional circumstances,</del> where it can be proven to be that on site provision is unviable or localised need does not necessitate affordable housing provision <u>and the agreed approach contributes to the objective of creating mixed and balanced communities</u></li> </ul> <p>6. Planning permission will be refused on development sites which are sub-divided into separate development parcels below the affordable housing or Starter Homes thresholds, unless the affordable housing provision is proportionate to that which would have been required on the site as a whole.</p> <p>7. <u>Custom and Self-Build plots provided in accordance with Policy RD6 can be either delivered as market or affordable housing. However, developers wishing to provide affordable custom and self-build plots will still be obliged to meet their affordable housing requirement for the development of the site should the plots not be fulfilled.</u></p> <p><u>* Supporting evidence may include updated Strategic Housing Needs Assessment, local Housing Registers, agreed Regeneration Masterplans etc.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
<b>MM010</b>	60 - 61	7.86 - 7.92  New Paragraph after 7.90	<p><b>Justification</b></p> <p>7.86. The NPPF provides the definition of affordable housing (as used in this report). The following is taken from Annex 2 the Glossary of the NPPF <del>2019</del> <u>2021</u>.</p> <p>“Affordable housing. for sale or rent, for those whose <del>need</del> <u>needs</u> 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:</p> <p>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 suture eligible households, or the subsidy to be recycled for alternative housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision.</p> <p>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 statue and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household’s eligibility to purchase starter home to those with a particular maximum level of household income, those restrictions should be used.</p> <p><i>Discounted market sales housing: is that sold at a discount of at least 20% below local market value.</i> Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p> <p>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.</p> <p>7.87 The Liverpool City Region Housing &amp; Employment Land Market Assessment did not identify an affordable housing need figure, it however refers to the Mid-Mersey SHMA 2016 which identifies a net affordable housing</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>need of 119 units each year across Halton, with 58 each year in Widnes and 61 in Runcorn. It states that as both areas have similar income levels and hence affordability profiles the split between intermediate and social/affordable rented housing would not be expected to be much different and hence a need for around 25% intermediate housing is considered appropriate in both locations.</p> <p>7.88 Taking into account the viability of residential development, the policy target for affordable housing contribution has been set at 25% for greenfield development; 20% for strategic sites identified on the Policies Map and zero for brownfield sites (unless evidence suggests the site is deliverable) of the total residential units, which will be applied to all qualifying residential developments, being those on sites capable of providing a net gain of 10 or more units or on <del>0.33</del> <u>0.5</u> hectares or more. Affordable housing provision at a rate lower than the target range will only be acceptable where it is demonstrated through a financial appraisal that prevailing market conditions, abnormal physical on-site constraints resulting in extraordinary costs, or higher competing use value would render the development unviable when the affordable housing contribution is taken into account. This appraisal may then be reviewed by independent economic viability consultants. The applicant will be required to meet the full cost of this work.</p> <p>7.89 Off-site provision will only be considered appropriate in exceptional circumstances and is dependent on the suitability and availability of alternative sites. The off-site provision of affordable housing will only be acceptable if it can be proven that on-site provision would not be feasible or the identified localised need does not require the provision of affordable housing. The off-site location chosen must be on a site that is agreed with the Council as being in a suitable location, relative to the housing need to be met. Financial contributions instead of on-site provision may also be sought in exceptional circumstances.</p> <p>7.90 <del>A Starter Home as a new dwelling only available for purchase by qualifying first-time buyers and which is made available at price which is at least 20% less than its market value.</del> <u>The Council will seek to achieve the appropriate mix between social rent and intermediate tenures within the affordable housing supply. It will have regard to delivery against requirements over the Plan period, any changed need assessments or significant changes to the local waiting list (housing register) as well and any agreed redevelopment masterplans. In some locations, it may be preferable to seek a particular tenure to address imbalances in the local supply. This could include areas with high concentrations of social rented housing where additional intermediate housing may be desirable to improve the housing mix and create 'housing pathways'.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>[New] <u>Affordable units secured through the operation of this policy should be provided in perpetuity where feasible i.e. should remain at an affordable price for future eligible households, or the subsidy must be recycled for alternative affordable housing provision.</u></p> <p>7.91 Where a developer seeks to negotiate a reduction in the provision of affordable homes <del>or starter homes</del> that would normally be expected to be provided on grounds of financial viability, the Council will require the developer to supply robust and credible evidence as to the financial viability of the development. This will normally take the form of an open book financial appraisal of the proposed development, demonstrating the full range of costs to be incurred by the development including fair market value the land, the financial return expected to be realised, and the profit expected to be released. The level of detail required in such an appraisal will always be proportionate to the scale and complexity of the development proposed. In cases where an independent assessment of the appraisal is required, the developer will be expected to pay for this.</p> <p>7.92 n assessing the information supplied in a financial appraisal, the Council will always seek to ensure that its decision represents the appropriate balance between <u>the need to provide affordable housing and the desirability of securing delivery of the development.</u> 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.</p>
MM011	62 - 63	CS(R)14 Part 3	<div style="border: 1px solid black; padding: 10px;"> <p><b>Policy CS(R)14: Gypsy &amp; Travellers</b></p> <ol style="list-style-type: none"> <li>1. Provision will be made for 10 additional pitches in Halton over the GTAA period 2017-2032, this will meet the require need for 4 additional pitches and provision for up to 6 additional pitches for Gypsy and Traveller households that may not meet the planning definition<sup>55</sup>.</li> <li>2. There is no identified need for plots for Travelling Showpeople.</li> <li>3. In allocating sites and for the purposes of considering planning applications, all of the following criteria will need to be satisfied:               <ol style="list-style-type: none"> <li>a. The site is not affected by pollution, contamination, flooding or other environmental factors that would result in unacceptable living conditions.</li> <li>b. The site is well designed and landscaped to give privacy between pitches/plots and, where appropriate, between the site and adjacent uses.</li> </ol> </li> </ol> </div>



Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>c. The site is well located in relation to the highway network with adequate vehicular and pedestrian access, and provision for parking and circulation.</li> <li>d. The site is accessible to local services and facilities by walking and/or public transport.</li> <li>e. The site can be supplied with essential services such as water, sewerage, drainage, and waste disposal.</li> <li>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.</li> <li>g. The proposal is not unacceptably detrimental to the amenity or character of the surrounding area</li> <li>[New] <u>Proposals would conserve and enhance affected heritage assets and maintain the enjoyment of the historic environment.</u></li> <li>h. The site would not lead to adverse effects on the integrity of the Mersey Estuary SPA and/or Ramsar site.</li> <li>i. The site is preferably on brownfield land.</li> <li>j. The occupants are recognised as gypsies, travellers or travelling showpeople<sup>56</sup>.</li> <li>k. The proposal helps meet the identified need within the GTAA.</li> </ul> <p>4. The Council will continue to work with its partners to ensure appropriate provision for Gypsies, Travellers and Travelling Showpeople’s accommodation needs.</p>
<b>MM012</b>	65	CS(R)15 Part 4	<div style="border: 1px solid black; padding: 5px;"> <p><b>Policy CS(R)15: Sustainable Transport</b></p> <ul style="list-style-type: none"> <li>1. In order to encourage journeys to be made by sustainable modes of travel including walking, cycling and public transport, the Council will:               <ul style="list-style-type: none"> <li>a. support a reduction in the need to travel by car;</li> </ul> </li> </ul> </div>

<sup>55</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/457420/Final\\_planning\\_and\\_travellers\\_policy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf)

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			<ul style="list-style-type: none"> <li>b. encourage a choice of sustainable transport modes; and</li> <li>c. ensure new developments are accessible by sustainable modes.</li> </ul> <p>2. To support sustainable transport across the Borough:</p> <ul style="list-style-type: none"> <li>a. Halton’s existing Sustainable Transport Network will be protected;</li> <li>b. Improvements to the existing Sustainable Transport Network will be supported</li> <li>c. The introduction of new sustainable routes and facilities will be encouraged and;</li> <li>d. Promote the use of green technology to reduce transport emissions</li> </ul> <p>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 public transport accessibility and good walking and cycling links.</p> <p>4. Development proposals must be consistent with and contribute to the implementation of the transport strategies and priorities. <del>set out in the Local Transport Plan, and Transport Plan for Growth.</del></p>
<b>MM012</b>	65	New paragraph after 7.101	<p>7.101 Increasing the proportion of journeys made by sustainable modes including walking, cycling and public transport is an important priority for Halton. Advantages of using sustainable transport are many and varied, from reducing the number of private vehicles on the road and hence cutting congestion and exhaust emissions, whilst improving air quality, enabling healthy lifestyles through walking and cycling to access to key services and facilities.</p> <p>[New] Transport strategies and priorities can be found in the Local Transport Plan, and Transport Plan for Growth.</p>
<b>MM013</b>	66 - 67	CS(R)17 Part 3	<p style="text-align: center;"><b>Policy CS(R)17: Liverpool John Lennon Airport Operational Land and Airport Expansion</b></p>
			<p style="text-align: center;"><b>Airport Operational Land within Halton Borough</b></p>

<sup>56</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/457420/Final\\_planning\\_and\\_travellers\\_policy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf)

Ref	Page	Policy/ Paragraph	Main Modification
			<p>1. Development within the airport boundary falling within Halton Borough Council, as defined on the Policies Map, will only be permitted where it is directly related to:</p> <ul style="list-style-type: none"> <li>a. a runway extension, including relocation of physical infrastructure including the perimeter access road,</li> <li>b. aircraft and operational site safety requirements</li> <li>c. extension or enhancement of the Speke Garston Coastal Reserve</li> </ul> <p>2. The proposed extension to the runway at LJLA must incorporate localised screening and structural landscaping to the northern and eastern boundary to minimise any visual impacts on Speke and Hale Village, which must not adversely affect the operational integrity or safety of the airport.</p> <p><b>Airport Expansion</b></p> <p>3. Development proposals to significantly increase the passenger or freight handling capacity of the airport or numbers of aircraft movements will be assessed with regard to their impact on Halton, particularly any environmental and social impacts on:</p> <ul style="list-style-type: none"> <li>a. residents and other users, of any increases in noise, road traffic, air pollution or public safety risk;</li> <li>b. <u>the historic environment of the surrounding area including setting and local character of Hale Village;</u></li> <li>c. the natural and built environment, including areas of international, national or local conservation, ecological and landscape value;</li> <li>d. the risks associated with climate change; and,</li> <li>e. the local and regional transport network</li> </ul> <p><u>[New] Further assessment of air quality impacts will be made at the project-level, to ensure that there will be no adverse effects of atmospheric pollution on the integrity of European sites, especially the Sefton Coast SAC.</u></p> <p>With respect to internationally important sites (particularly the Mersey Estuary Special Protection Area and Ramsar site) proposals will need to incorporate measures that are <u>acceptable to the appropriate statutory body and sufficiently extensive to enable a conclusion of no adverse effect on their integrity</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>unless it can be demonstrated that there are both no alternatives and Imperative Reasons of Over-riding Public Interest.</p> <p><b>Eastern Access Transport Corridor (Road)</b></p> <p>4. The Council supports the principal of improving accessibility to the airport through the provision of a new road (the Eastern Access Corridor) through the Halton Green Belt to the east of Speke, along the indicative alignment shown on the Policies Map (see policy C1).</p>
MM014	68 - 69	CS(R)18 Parts a, d	<p><b>Policy CS(R)18: High Quality Design</b></p> <p>Achieving and raising the quality of design is a priority for all development in Halton.</p> <p>Development proposals, where applicable, will be expected to:</p> <ol style="list-style-type: none"> <li>a. provide attractive <u>beautiful</u> and well-designed residential, commercial and industrial developments appropriate to their setting;</li> <li>b. enhance and reinforce positive elements of an area's character contributing to a 'sense of place', including the incorporation of public art where appropriate;</li> <li>c. respect and respond positively to their setting, including important views and vistas, landmark buildings, features and focal points that have been identified in a proper context appraisal;</li> <li>d. be flexible and adaptable to respond to future social, technological, economic, and <u>environmental and the health needs of the Borough</u>;</li> <li>e. promote safe and secure environments through the inclusion of measures to address crime, fear of crime and anti-social behaviour;</li> <li>f. create public spaces which are attractive, promote active lifestyles and work effectively for all members of society;</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>g. incorporate appropriate landscape schemes into development designs, integrating local habitats and biodiversity;</li> <li>h. provide safe, secure and accessible routes for all members of society, with particular emphasis on walking, cycling and public transport; and</li> <li>i. be well integrated and connected with existing development.</li> </ul>
<b>MM014</b>	69	7.113	<p>7.113.To meet these design principles, development proposals will be expected to implement current design guidance and principles. This will include publications and documents from the Homes England and Heritage England, alongside national standards for instance the <u>'Lifetime Homes' criteria</u> those set out in the National Design Guide and National Model Design Code, to ensure that housing designs are adaptable and accessible, and the use of the 'Secured by Design' principles which focuses on crime prevention through development design for homes and commercial premises.</p>
<b>MM015</b>	70 - 71	CS(R)19 Parts 1,3	<p><b>Policy CS(R)19: Sustainable Development and Climate Change</b></p> <p>All new development should be sustainable and be designed to have regard to the predicted effects of climate change including reducing carbon dioxide (CO<sub>2</sub>) emissions and adapting to climatic conditions. The following principles will be used to guide future development:</p> <ol style="list-style-type: none"> <li>1. Consider the guidance as laid out within <del>Building for Life 12</del> the National Design Guide, the National Model Design Code and any subsequent document, in order to ensure development is sustainable and appropriate to the location.</li> <li>2. The BREEAM 'Very Good' standard will be encouraged as a minimum standard for new non-residential development, and while there are no nationally described standards for residential development, the Council will be supportive of schemes that seek to utilise standards such as the BRE's Home Quality Mark. The development of bespoke standards for new housing and non-residential development would also be supported.</li> <li>3. Reductions in CO<sub>2</sub> emissions will be sought through the incorporation of energy efficient building design solutions as a first priority, and secondly through energy supply from decentralised renewable and low</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>carbon sources</del> well-designed places and buildings by reducing the need for energy in line with the energy hierarchy set out in the National Design Guide.</p> <ol style="list-style-type: none"> <li>4. Development proposals should maximise, where appropriate, the use of available local opportunities for district heating, particularly in association with the key urban regeneration areas and Energy Priority Zones.</li> <li>5. Proposals for decentralised renewable and low carbon energy schemes will be supported provided that they do not result in unacceptable harm to the local environment which cannot be successfully mitigated.</li> <li>6. Proposals in appropriate locations for large scale grid-connected renewable energy infrastructure and equipment, including, but not limited to wind, solar photovoltaics, and Combined Heating and Power schemes will be supported.</li> </ol>
<b>MM015</b>	71	7.119	<p>7.119 To support the new Building Regulations and to ensure the planning system contributes to reducing carbon emissions, development is <del>expected</del> <u>encouraged</u> to show how improvements to CO<sub>2</sub> emission savings can be made over the contemporary Building Regulations (Part L) baseline<sup>57</sup> with a focus on reducing the demand for energy as a first priority and then utilising renewable and low carbon energy. <del>Where minimum standards cannot be exceeded, developers should provide evidence that all options have been investigated and that further CO<sub>2</sub> emissions savings are not feasible and / or viable.</del></p>
<b>MM016</b>	73	CS(R)20 Parts 1d,1e,3,4,6	<p><b>Policy CS(R)20: Natural and Historic Environment</b></p> <p>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:</p> <ol style="list-style-type: none"> <li>1. A hierarchical approach will be given to the protection, nature conservation and enhancement of biodiversity and geodiversity including: <ol style="list-style-type: none"> <li>a) Sites of international importance including the Mersey Estuary Special Protection Area (SPA) and 'Ramsar' site;</li> <li>b) Sites of national importance including Sites of Special Scientific Interest (SSSI) namely; The Mersey Estuary, Flood Brook Clough and Red Brow Cutting; and,</li> </ol> </li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>c) Sites of local importance including Local Nature Reserves (LNRs), Local Geological Sites, Local Wildlife Sites, Ancient Woodland, and habitats and species identified in Halton’s Biodiversity Action Plan (BAP).</p> <p>d) All major development proposals should avoid and/or mitigate negative impacts on European protected sites within and beyond the Halton’s boundary such that a conclusion of “No Adverse Effects” on integrity can be drawn.</p> <p>e) Development requiring derogation stages of the Habitat Regulations Assessment process on European protected sites will only be allowed as a last resort. The Derogation stages proves that there are no alternatives and that the development is of overriding public interest and appropriate compensatory measures are provided.</p> <p>2. Opportunities to enhance the value of Halton’s natural assets should be taken including restoring or adding to natural habitats and other landscape features, and the creation of habitats where appropriate.</p> <p>3. <del>The Borough’s heritage assets, including Listed Buildings, Conservation Areas, Areas of Archaeological interest, Scheduled Monuments and other buildings and structures of local architectural or historical interest will be conserved and enhanced for wider enjoyment. Special regard will be had to heritage assets and their setting. The Borough’s historic environment, heritage assets and their setting will be conserved and enhanced and opportunities to enhance them or increase understanding through interpretation and investigation will be encouraged, especially those assets at risk.</del></p> <p>4. <del>The strength of landscape character and condition as informed through the Halton Landscape Character Assessment will be conserved and enhanced promoted and sustained.</del></p> <p>5. The management of natural and heritage assets, and landscape character through the development and implementation of Management Plans, Action Plans and area appraisals will be encouraged.</p> <p>6. <del>Replacement or compensatory measures will be employed where appropriate to ensure that there is no net loss of natural or heritage assets or landscape character as a result of development. Replacement or compensatory measures will be required where appropriate, to ensure that there is no net loss of functionally linked supporting habitat to the Mersey Estuary SPA.</del></p>

<sup>57</sup> Including and future revisions to Part L: CLG (2010) Circular 06/2010: New Approved Documents for F, J and L and Guidance Documents

Ref	Page	Policy/ Paragraph	Main Modification																
MM016	73	New Paragraph after 7.125	<p><b>Justification</b></p> <p>[New] Recreational impacts should be managed for SPA's through access and habitat management and prioritising other assets demonstrating recreational potential that are identified in the Borough's green infrastructure network (Policy CS(R)21 HE1 and HE4 and the DALP's HRA (August 2020). This will allow for the balancing and managing of recreational usage in a way that does not adversely impact conservation interest, this is particularly relevant for internationally important sites (the Mersey Estuary SPA, Dee Estuary SAC, Dee Estuary SPA and Dee Estuary Ramsar site, Liverpool Bay SPA and Mersey Narrows &amp; North Wirral Foreshore SPA and Ramsar site) and specifically the Mersey Estuary SPA and Ramsar site.</p>																
MM017	77	CS(R)21 Table 10 Footnote 73	<p><b>Table 10: Halton Borough Council Standards of Provision for Greenspace/ Green Infrastructure<sup>73</sup></b></p> <table border="1" data-bbox="640 746 1451 1193"> <thead> <tr> <th data-bbox="640 746 1187 826">Category</th> <th data-bbox="1187 746 1451 826">Standard (ha per 1,000 population)</th> </tr> </thead> <tbody> <tr> <td data-bbox="640 826 1187 874"><b>Allotments and Community Gardens</b></td> <td data-bbox="1187 826 1451 874">0.09</td> </tr> <tr> <td data-bbox="640 874 1187 922"><b>Amenity Greenspace</b></td> <td data-bbox="1187 874 1451 922">1.00</td> </tr> <tr> <td data-bbox="640 922 1187 970"><b>Natural and Semi-Natural Open Space</b></td> <td data-bbox="1187 922 1451 970">2.75</td> </tr> <tr> <td data-bbox="640 970 1187 1018"><b>Outdoor Sports Facilities</b></td> <td data-bbox="1187 970 1451 1018"><b>2.75</b></td> </tr> <tr> <td data-bbox="640 1018 1187 1066"><b>Parks and Gardens</b></td> <td data-bbox="1187 1018 1451 1066">1.25</td> </tr> <tr> <td data-bbox="640 1066 1187 1145"><b>Provision for Children and Young People</b></td> <td data-bbox="1187 1066 1451 1145">0.20</td> </tr> <tr> <td data-bbox="640 1145 1187 1193"><b>Formal Playing Fields</b></td> <td data-bbox="1187 1145 1451 1193"><b>0.95</b></td> </tr> </tbody> </table> <p><sup>73</sup> HBC (2019-2021) Open Space Update</p>	Category	Standard (ha per 1,000 population)	<b>Allotments and Community Gardens</b>	0.09	<b>Amenity Greenspace</b>	1.00	<b>Natural and Semi-Natural Open Space</b>	2.75	<b>Outdoor Sports Facilities</b>	<b>2.75</b>	<b>Parks and Gardens</b>	1.25	<b>Provision for Children and Young People</b>	0.20	<b>Formal Playing Fields</b>	<b>0.95</b>
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MM018	78	CS(R)22 Part iii	<p><b>Policy CS(R)22: Health and Well-Being</b></p>																



Ref	Page	Policy/ Paragraph	Main Modification
			<p>Healthy environments will be supported and healthy lifestyles encouraged across the Borough by ensuring:</p> <ul style="list-style-type: none"> <li>i. proposals for new and relocated health and community services and facilities are located in accessible locations with adequate access by walking, cycling and public transport;</li> <li>ii. applications for large scale major developments are supported by a Health Impact Assessment to enhance potential positive impacts of development and mitigate against any negative impacts</li> <li>iii. the proliferation of Hot Food Take-Away outlets (<del>Use Class A5</del>) is managed; and,</li> <li>iv. opportunities to widen the Borough's cultural, sport, recreation and leisure offer are supported.</li> </ul>
<b>MM018</b>	79	7.145	<p>7.145. In addition to these interventions there is a need to manage the concentration and clustering of hot food takeaway shops across the Borough which can have potential adverse impacts on community health and on the viability of the Borough's town, district and local centres (CS(R)5: A Network of Centres). The prevalence of uses such as these can influence eating habits and has been linked to the risk of obesity. 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%) . A Hot Food Takeaway SPD has been developed to set out specific criteria for the assessment of proposals for new hot food takeaways (<del>Use Class A5</del>) to ensure that possible adverse effects caused by an over-abundance of hot food takeaways are minimised.</p>
<b>MM019</b>	81	CS(R)25	<p><b>Policy CS(R)25: Minerals</b></p> <p>To minimise the need for minerals extraction, the use of recycled and secondary aggregates across the Borough will be encouraged.</p> <p>Although there are limited mineral resources in the Borough, Minerals Safeguarding Areas and <u>Minerals Areas of Search</u> for sand and gravel resources will be identified and protected to prevent their sterilisation. The policies map identifies areas of minerals resources and policies HE10 identifies Mineral Safeguarding areas</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>(MSA) and <u>Mineral Areas of Search (MAS)</u>. Policy HE11 sets out the criteria for their <u>exploration and potential extraction</u>.</p> <p><b>Oil and Gas</b></p> <p>Whilst the policies map does not identify and areas for onshore Oil and Gas, proposals for such developments will only be supported where:</p> <p><b>Exploration stage</b></p> <ul style="list-style-type: none"> <li>i. The proposal is sited in the least sensitive location from which the target formation can be accessed;</li> <li>ii. The proposal is either directly accessible from, or located in close proximity to the primary route network;</li> <li>iii. The proposal is sited, designed and operated to minimise environmental amenity impacts;</li> <li>iv. The cumulative impacts of the proposal, considered in combination with any other plan, project or programme are acceptable;</li> <li>v. It can be demonstrated that <del>there will be no adverse impact on the integrity or the geological structure</del> <u>the proposal will not lead to unacceptable adverse impacts on the integrity or geological structure;</u></li> <li>vi. It can be demonstrated that greenhouse gases associated with fugitive emissions from the proposal will not lead to unacceptable adverse environmental impacts;</li> <li>vii. Operations are for an agreed, temporary length of time;</li> <li>viii. The well site and associated infrastructure are restored at the earliest practical opportunity.</li> </ul> <p><b>Appraisal Stage</b></p> <ul style="list-style-type: none"> <li>i. An indicative framework of the resource is submitted to the Council (the Minerals Authority) setting out the extent of the reservoir and the extent of the area of search with the reservoir, informed by the earlier exploration work.</li> <li>ii. Where any gas is collected it is utilised rather than flared.</li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification										
			<p><b>Production stage</b></p> <p>A framework for the full development of the resource is submitted to the Council (Minerals Authority) detailing the number and location of well sites and associated infrastructure, justifying the <u>am</u> in number, extent and location.</p> <p>The Council (Minerals Authority) will also require a community benefit package.</p>										
<b>MM019</b>	82	7.151	<p>7.151 Should the supply of aggregate minerals from the Borough become of economic importance and become necessary to contribute towards meeting the regional apportionment of aggregates provision<sup>58</sup>, mineral extraction may become necessary. Proposals for minerals extraction will be required to ensure that environmental, social and economic issues and impacts are fully considered and where adverse effects are identified, these are effectively managed and mitigated. <u>Due to the nature of the winning and working of onshore oil and gas, directional drilling provides opportunities to locate development to least sensitive locations which are locations away from sensitive receptors</u><sup>96</sup></p>										
<b>MM020</b>	87 - 88	ED1 Table E2.1	<p><b>Policy ED1: Employment Allocations</b></p> <p>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.</p> <p><b>Table E2.1: Runcorn and Sci-Tech Daresbury Enterprise Zone</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Ref</th> <th style="width: 10%;">Site</th> <th style="width: 10%;">Brown / Green</th> <th style="width: 10%;">Size (Ha)</th> <th style="width: 60%;">Proposed Use Class <sup>59</sup></th> </tr> </thead> <tbody> <tr> <td colspan="5">Sci-Tech Daresbury</td> </tr> </tbody> </table>	Ref	Site	Brown / Green	Size (Ha)	Proposed Use Class <sup>59</sup>	Sci-Tech Daresbury				
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			E4	H1250, H2039	Daresbury Sci Tech	Green	3.97	B4 Office, Research and development, and light industry
			E5	H1628	Land between rail line, Bridgewater Canal and Keckwick Lane	Brown	1.97	B4 Office, Research and development, and light industry
			E6	H1629	Land between rail line, Bridgewater Canal and Delph Lane	Green	8.60	B4 Office, Research and development, and light industry
			E10	H1921	Land between rail line, Bridgewater Canal and Keckwick Lane	Green	1.34	B4 Office, Research and development, and light industry
			E11	H1919	Land between Delph Lane and Sci Tech Daresbury	Green	2.27	B4 Office, Research and development, and light industry
			Runcorn					
			E3	H1332	between Rail line and Expressway off Runcorn Dock Rd	Brown	2.01	B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution
			E8	H1917	Land adjacent to the Office Village	Green	2.12	B4 Office, Research and development, and light industry
					Between Daresbury Park and Bridgewater Canal	Green	4.75	B4 Office, Research and development, and light industry
58	5	CLG (2009) The National and Regional Guidelines for Aggregates Provision in England 2005-2020	Daresbury Park and Bridgewater Canal					
96	96	Sensitive receptors include: residential areas, designated wildlife sites, proximity to protected landscapes, and the proximity to water and gas distribution network.						
59		Proposed uses relate to Use Classes Order in place at August 2019. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020						

Ref	Page	Policy/ Paragraph	Main Modification					
			E12	H1934	Land to north of Manor Farm Road	Green	1.11	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>
			E13	H1943	Land between Astmoor Road and the busway (West)	Green	1.20	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>
			E14	H2350	Land west of Edison Rd and between Astmoor Rd	Green	0.47	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>
			E15	H2351	Land east of Edison Rd between Astmoor Road	Green	0.37	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>
			E16	H1974	Land to the south of Rivington Road	Brown	1.62	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>
			E17	H1910, H1153	Land between Chester Road and the Rail Line	Green	2.55	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>
			E18	H1313	Land to the north of Teva Pharmaceuticals	Brown	2.31	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>
			E19	H2251	Land between Warrington Rd and Oxmoor Wood	Green	2.57	<u>B2, B8 General Industrial and Storage and Distribution</u>

Ref	Page	Policy/ Paragraph	Main Modification				
E20	H1932	Land off Blackheath Lane	Green	4.47	<u>B2, B8 General Industrial and Storage and Distribution</u>		
E24	H1212, H1979, H1978, H1982	Land north of Six Acre Lane	Green	10.83	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>		
E25	H1223, H1980	Moss Lane Nursery	Green	9.26	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>		
E28	H2249	Land off Six Acre Lane	Green	5.72	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>		
E29	H2250	Land west of Moore Meadows	Green	0.97	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>		
E30	H1760	Land at junction 12 M56	Green	1.34	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>		
<b>Table E2.3: Widnes</b>							
Ref		Site	Brown/ Green	Size (Ha)	Uses		
E1	H1908, H2036	Shell Green, land to the east of Gorsey Lane	Brown	3.24	<u>B2, B8 General Industrial and Storage and Distribution</u>		

Ref	Page	Policy/ Paragraph	Main Modification							
			E2	H1867	Land to the south of Dans Road	Green	3.80	<u>B2, B8 General Industrial and Storage and Distribution</u>		
			E21	H1333, H1866, H1246	St Michaels	Brown	20.20	<u>B2, B8 General Industrial and Storage and Distribution</u>		
			E22	H1972	3MG (West) Land north of Ditton Junction	Green	9.99	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>		
			E23	H1252	3MG (West) HBC	Green	12.07	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>		
			E26	H2046	<u>Easternmost section of 3MG (East)</u> Foundry Lane	Brown	<del>10.51</del> 35.23	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>		
			E27	H1349	3MG (East) Tesco Distribution Centre	Brown	1.94	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>		
			E31	H1198	Gorsey Point	Brown	15.98	<u>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</u>		

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			<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">E32</td> <td style="width: 10%;"></td> <td style="width: 20%;">Former Thermphos site</td> <td style="width: 10%;">Brown</td> <td style="width: 10%;">5.07</td> <td style="width: 40%;">B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</td> </tr> <tr> <td>E33</td> <td></td> <td>Former Muspratt site</td> <td>Brown</td> <td>4.44</td> <td>B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution</td> </tr> </table>					E32		Former Thermphos site	Brown	5.07	B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution	E33		Former Muspratt site	Brown	4.44	B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution
E32		Former Thermphos site	Brown	5.07	B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution														
E33		Former Muspratt site	Brown	4.44	B1, B2, B8 Office, Research and development, and light industry, General Industrial and Storage and Distribution														
<b>MM020</b>	89	ED1  New Paragraph after 8.6	<p><b>Justification</b></p> <p>[New] <u>Government amended the Use Class Order on the 1<sup>st</sup> September 2020 merging former B1 (Office, Research &amp; Development, Light Industrial) with A1 (Retail), A2 (Professional Services), A3 (Café / Restaurant) , some D1 (Non-residential institutions) and some D2 (Indoor Leisure) use classes into a combined Use Class E (Commercial Business and Service Uses). This change was introduced after the public consultation on this Plan and represents a major shift in national policy with potentially significant ramifications for the Local Plan strategy. As such it was not appropriate to seek to address the new E use class in this Plan. It will be addressed in the subsequent Plan or Plan Review which may be guided by the anticipated revision to the National Planning Policy framework.</u></p>																
<b>MM021</b>	90 - 91	ED2  Parts 1,4,6	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 100%;"><b>Policy ED2: Employment Development</b></td> </tr> </table>					<b>Policy ED2: Employment Development</b>											
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Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>1. Within Primarily Employment Areas development <del>within Use Classes B1, B2, and B8</del> uses for office, research and development, light industrial, factory or storage and distribution uses will normally be acceptable.</li> <li>2. Redevelopment and regeneration within existing employment areas and Employment Renewal Areas will be supported where they make an improvement in the use of the site for employment purposes, having regard to: <ol style="list-style-type: none"> <li>a. The quality and type of employment floorspace provided;</li> <li>b. The quality, type, number and density of jobs to be accommodated; and</li> <li>c. The environmental quality of the site.</li> </ol> </li> <li>3. Employment uses outside of Primarily Employment Areas, Employment Allocations or Strategic Employment Sites will only be supported where they meet all of the requirements of Policy GR2: Amenity and they are considered to be of an appropriate scale and character for the area.</li> <li>4. All proposals for new employment development, including extensions to existing properties, must <u>where appropriate</u>: <ol style="list-style-type: none"> <li>a. Be compatible with existing and proposed surrounding uses;</li> <li>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;</li> <li>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;</li> <li>d. Have an adequate access that would not create a traffic hazard or have an undue environmental impact;</li> <li>e. Be served by public transport and provide pedestrian and cycle links to adjacent residential areas;</li> <li>f. Design storage areas to minimise visual intrusion;</li> <li>g. Make adequate provision of space for on-site servicing and, where appropriate, waiting goods vehicles;</li> <li>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;</li> </ol> </li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>i. Locate security fencing, where required, to the internal edge of any perimeter landscaping; and</p> <p>j. Provide substantial peripheral landscaping where sites adjoin residential areas, open countryside or Green Belt areas.</p> <p>5. Where development proposals come forward for large scale employment generating uses, obligations will be encouraged for training and recruitment of local people for both the end use and the supply chain.</p> <p>6. The Council will seek to retain existing commercial/industrial (<del>B1, B2 or B8</del> <u>Office, Research and development, and light industry, factory or storage and distribution uses</u>), unless it can be demonstrated that, the continued use of the site/premise for its existing use is no longer viable in terms of its operation of the existing use, building age and format and that it is not commercially viable to redevelop the land or refurbish the premises for its existing use.</p> <p>Marketing of the land/property will be required to indicate that there is no demand for the land/property in its existing use.</p> <p>Details of the current occupation of the buildings, and where this function would be relocated, will also be required.</p> <p>Where an application relies upon a marketing exercise to demonstrate that there is no demand for the land/premises in its current use, the applicant will be expected to submit evidence to demonstrate that the marketing was adequate and that no reasonable offers were refused. This will include evidence demonstrating that:</p> <ul style="list-style-type: none"> <li>• The marketing has been undertaken by an appropriate agent or surveyor at a price which reflects the current market or rental value of the land/premises for its current use and that no reasonable offer has been refused.</li> <li>• The land/premises has been marketed for an appropriate period of time which will usually be for 12 months.</li> <li>• The land/premises has been regularly advertised and targeted at the appropriate audience. Consideration will be given to the nature and frequency of advertisements in the press or specialist trade networks etc. and contact with local property agents.</li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification														
			<div style="border: 1px solid black; padding: 5px;"> <p>In certain cases, for example where a significant departure from policy is proposed, the Council may seek to independently verify the submitted evidence, and the applicant will be required to bear the costs of independent verification.</p> </div>														
MM022	94 - 96	RD1	<div style="border: 1px solid black; padding: 10px;"> <p><b>Policy RD1: Residential Development Allocations</b></p> <ol style="list-style-type: none"> <li>1. For the avoidance of doubt, the housing sites allocated in this plan are not granted <i>Permission in Principle</i>.<sup>60</sup></li> <li>2. The following Strategic Housing Locations and the Residential Allocations, as identified on the Policies Map, will assist in the delivery of the requirements set out in Policy CS(R)3:</li> <li>3. <u>Residential development on Green Belt sites, or former Green Belt sites allocated in this Plan, (GBM notation) will need to provide appropriate mitigation for the loss of green belt land in line with NPPF requirements.</u></li> </ol> <p><b>Runcorn</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Ref</th> <th style="width: 10%;"></th> <th style="width: 30%;">Site</th> <th style="width: 10%;">Greenfield / Previously Developed<sup>61</sup></th> <th style="width: 10%;">Site Size</th> <th style="width: 10%;">Notional Capacity</th> <th style="width: 10%;">Notes</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> </div>	Ref		Site	Greenfield / Previously Developed <sup>61</sup>	Site Size	Notional Capacity	Notes							
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Ref	Page	Policy/ Paragraph	Main Modification							
			D1	H1830 H2040	Land between Chester Road and Chester Road, Daresbury	Green	3.82	92		
			M8	H2338	Land to the east of Runcorn Road, Moore	Green	0.73	20	GBM	
			P1	H1279 H2252 H2253	E-Scape, Preston-on-the-Hill	Green	4.89	117	GBM	
			P2	H2195	Land between Chester Rd and M56 at Preston-on-the-Hill	Green	6.96	146	GBM	
			R1	H1003	Land at Gaunts Way	Green	0.23	7	SRL5	
			R2	H1303	Land to the east of Kestrel's Way	Green	1.61	43	SRL5	
			R5	H1150	Land north of Beechwood Ave., east of Wood Lane	Green	1.09	29		
			R7	H2340	Former Showroom for The Deck	PDL	0.54	15		
			R8	H2341	Remainder of The Deck	PDL	0.44	12		
			R9	H1155	Former Polar Ford Use car lot	PDL	0.37	11		
			R10	H1032 H1647	Land off Bridge Street and busway	PDL	1.03	28		
			R11	H1029	Land to the rear of Pure Gym	PDL	0.15	5		
			R12	H1962	Former Riverside College	Mixed	4.00	120		
			R14	H1098	Land to south of Percival Lane	PDL	0.16	16		
			R15	H1104	Former Polar Ford and surrounds	PDL	1.14	31		
			R17	H1080	Picow Farm Road	Mixed	1.92	62		
			R20	H1085	Paramount Foods and surrounds	PDL	3.70	89		
			R22	H1718	Land off Birch Road	Green	0.78	21		
			R24	H1989	Land to the west of Grangeway	Green	0.5	14		
			R25	H1990	Thorn Road Garages	PDL	0.19	6		
			R26	H1078	St Chads High School Playing Fields	Green	3.42	82		
			R28	H1092	Land off Coronation Road	Green	1.65	44		

<sup>60</sup> National Planning Policy Framework (2019)

<sup>61</sup> Brownfield or Previously Developed Land (PDL) as defined in Annex 2, National Planning Policy Framework

Ref	Page	Policy/ Paragraph	Main Modification						
			R29	H2016 H2017	Land to the south of Walsingham Drive	Green	16.63	<del>349</del> 250	SRL4
			R30	H1756	Land between Keckwick Brook and WCML	Green	13.93	<del>205</del> 337	SRL4
			R31	H1758	Sandymoor 17A	Green	0.68	18	SRL4
			R32,	H1630 H2238	Central Housing Area (between canal and railway)	Green	20.77	<del>255</del> 500	SRL2
			R33, R35, R36	H2042	Delph Lane West	Green	19.08	<del>295</del> 300	SRL1
			R37	H1751	Land to the east of Village Street	Green	4.35	104	SRL4
			R38, R39, R67	H1233 H2262 H1930	Wharford Farm (North and Central)	Green	<del>17.48</del> 25.51	<del>300</del> 600	SRL3
			R39	H2262	Wharford Farm (South)	Green	2.38	<del>300</del> 57	SRL3
			R40, R41	H1630 H2238	Central Housing Area (between A56 and canal)	Green	16.19	<del>339</del> 259	SRL2
			R44	H1077	Highways Agency Depot	PDL	0.88	24	
			R45	H1140	Land adjacent to Castle Road (Panorama Hotel)	PDL	0.22	7	
			R46	H1258	Land to the north of Brookvale Avenue North	Green	0.75	20	
			R47	H1009	Adj. to Woodfalls Farm	Mixed	0.36	11	
			R48	H1951	Land Adj. to Woodfalls Farm	Green	0.23	7	
			R49	H1148	Land surrounding Hanover Court	Green	1.09	29	
			R50	H1149	The Lord Taverners & land adjacent	Mixed	1.3	35	
			R52	H1011	Land off Southland Mews	Mixed	0.42	11	
			R54	H1103	Land off Astmoor Bridge Lane	Green	0.19	6	
			R55	H1159	Former Express Dairies Site, Sewell St / Perry St	PDL	0.54	15	

Ref	Page	Policy/ Paragraph	Main Modification							
			R60	H1544	Paddock adjacent to 38 Clifton Road	Green	0.38	11		
			R61	H1079	Land to the south of Old Quay Street and Mason St	PDL	1.46	39		
			R62	H1131 H1736	Former Gym and Surrey Street Garage	PDL	0.36	11		
			R66	H1177	Former Egerton Library and Rathbone Institute	PDL	0.66	18		
			R69	H1288	Former Job Centre and La Scala	PDL	0.89	24		
			R70	H1202	The Pavilions	PDL	4.93	118		
			R71	H1151	Land south of Beechwood Ave. & north of M56	Green	1.44	39		
			R72	H1953	Land to the north of Towers Lane	Green	0.39	12		
			R73	H1763	Land between Daresbury Expressway and Manor Park Ave	Green	0.86	23		
			R74	H1746	Land between the expressway and the Bridgewater Canal	Green	7.54	158		
			R77		The Former Dray Public House	PDL	0.24	7		
			R78	H1641	Land to the south of Stockham Lane	Green	1.18	32		
			R79	H1983	Land between Stalbridge Drive and WCML	Green	2.42	58	SLR4	
			R80	H1808	Land Off Eagles Way (Incl. the Raven), Hallwood Park	Mixed	1.81	51	SRL5	
			R81	H1096	Land south of hospital	Green	1.67	45	SRL5	
			R82	H2259	Land East Of Castlefields Area	Green	1.62	44		
			R83	H1835 H1836	Heath Road South / Highlands Road	Green	4.84	116		
			R84	H1916	Land between The Office Village, Daresbury Park and Bridgewater Canal	Green	19.84	417	SRL2	

Ref	Page	Policy/ Paragraph	Main Modification																																			
MM022	96 - 97	RD1	<table border="1" data-bbox="654 545 1980 976"> <thead> <tr> <th colspan="7" data-bbox="663 552 1971 590">Widnes and Hale</th> </tr> <tr> <th data-bbox="716 596 846 705">Ref</th> <th data-bbox="846 596 954 705"></th> <th data-bbox="954 596 1370 705">Site</th> <th data-bbox="1370 596 1541 705">Green field / Previously Developed</th> <th data-bbox="1541 596 1688 705">Site Size</th> <th data-bbox="1688 596 1823 705">Notional Capacity</th> <th data-bbox="1823 596 1971 705">Notes</th> </tr> </thead> <tbody> <tr> <td data-bbox="716 705 846 785">H1</td> <td data-bbox="846 705 954 785">H1204</td> <td data-bbox="954 705 1370 785">Land adjacent to 1 Church End, Hale Village</td> <td data-bbox="1370 705 1541 785">Green</td> <td data-bbox="1541 705 1688 785">0.45</td> <td data-bbox="1688 705 1823 785">12</td> <td data-bbox="1823 705 1971 785"></td> </tr> <tr> <td data-bbox="716 785 846 928">W1</td> <td data-bbox="846 785 954 928">H1237 H1343 H2277</td> <td data-bbox="954 785 1370 928">BPI Widnes Films</td> <td data-bbox="1370 785 1541 928">PDL</td> <td data-bbox="1541 785 1688 928">4.26</td> <td data-bbox="1688 785 1823 928">38</td> <td data-bbox="1823 785 1971 928">Part u/c 2019</td> </tr> <tr> <td data-bbox="716 928 846 976">W2</td> <td data-bbox="846 928 954 976">H1195</td> <td data-bbox="954 928 1370 976">Former Eternit site, Derby Road</td> <td data-bbox="1370 928 1541 976">PDL</td> <td data-bbox="1541 928 1688 976">5.21</td> <td data-bbox="1688 928 1823 976">116</td> <td data-bbox="1823 928 1971 976">u/c 2019</td> </tr> </tbody> </table>	Widnes and Hale							Ref		Site	Green field / Previously Developed	Site Size	Notional Capacity	Notes	H1	H1204	Land adjacent to 1 Church End, Hale Village	Green	0.45	12		W1	H1237 H1343 H2277	BPI Widnes Films	PDL	4.26	38	Part u/c 2019	W2	H1195	Former Eternit site, Derby Road	PDL	5.21	116	u/c 2019
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Ref	Page	Policy/ Paragraph	Main Modification							
				W4	H1248 H1827 H2159 H2160 H2161 H2162 H2274 H2275 H2276	Chapel Lane to Old Upton Lane	Green	14.26	299	SRL8/ GBM
				W5	H1228 H1241 H2163	Sandy Lane to Queensbury Way	Green	6.33	133	SRL8/ GBM
				W9	H1722	Land at Mill Green Farm	Green	22.63	433	SRL7/ GBM
				W10	H1672	South Lane	Green	1.45	39	SRL7/ GBM
				W11	H1812 H1825 H2169 H2170	Boundary Farm and Abbey Farm, South Lane	Green	13.23	278	SRL7/ GBM
				W17	H1052	Land east of The Eight Towers Public House	Green	0.72	20	
				W24	H1249 H1291	West of Hale Gate Rd	Green	23.06	484	SRL9/ GBM



Ref	Page	Policy/ Paragraph	Main Modification						
				H2100 H2157 H2158 H2337					
			W28	H1118	Broseley House	PDL	0.33	10	
			W30	H1347	Opposite Beaconsfield Surgery Site	PDL	0.4	11	
			W31	H1635	Greenoaks Farm Industrial Estate, Warrington Road	PDL	0.32	10	
			W32	H1275	Land At Terrace Road (RMC House), West Bank	PDL	0.51	14	
			W34	H1986	Widnes Timber Centre, Foundry Lane	PDL	0.96	26	
			W38	H1269	Land to the rear of Appleton Village Pharmacy	PDL	0.29	9	
			W39	H1787	The Albert Hotel, 160 Albert Road	PDL	0.05	2	
			W40	H1345	Watkinson Way Loop	PDL	0.89	24	SRL7
			W42	H1264	Land off Vine Street	Green	0.06	5	
			W43	H1120	Land adjacent to the Foundry		0.39	12	
			W44	H1196	Land Adjacent to 20 Rock Lane	Green	0.41	11	
			W45	H2010	Parcels on Halebank Road	Mixed	2.26	54	SRL9
			W47	H1122 H1123 H1124	Land to the rear of Harrison Street Pumping Station	PDL	5.96	125	

Ref	Page	Policy/ Paragraph	Main Modification						
			W49	H1287 H2004	Lunts Heath Road (East)	Green	18.13	381	SRL7/ GBM
			W50	<u>H1334</u>	(former Stobarts site) Foundry Lane	PDL	0.71	19	
<b>MM022</b>	97 - 98	RD1	<b>Housing Land Supply</b>						
						<b>Halton</b>	<b>Residual Requirement</b>		
			A	Housing Requirement (2014~37)			8,050		
			B	Completions April 2014-March 2019 <u>2021</u> (net)		2,639	5,411		
						<u>3,336</u>	<u>4,714</u>		
			C	No. of dwellings (net) on sites under construction (at 31/03/19)		595	4,816		
						<u>836</u> <sup>62</sup>	<u>3,878</u>		
			D	No. of dwellings (net) on sites with Planning Permission (at 31/03/19 <u>21</u> )		1,161	3,655		
						<u>1514</u>	<u>2,364</u>		
			E	Small Sites Allowance (sites of less than 5 units; <u>20 dpa X 16 yrs</u> )		0	3,655		
						<u>300</u>	<u>2,064</u>		
			F	Slippage: Assumed 10% non-delivery uncommitted sites		-366	3,289		
						<u>-249</u>	<u>2,313</u>		

<sup>62</sup> This total does not include the remaining 178 consented units on 'The Deck' development as the development has been suspended for a number of years and is unlikely to be completed as approved. The remaining elements are allocated as sites R7 and R8 with a combined capacity of 27 units.

Ref	Page	Policy/ Paragraph	Main Modification																								
MM022	98	9.5	9.5 <del>Housing land monitoring 2000~18 shows that 356 units have been completed on sites of 1 to 4 units, equating to an annual average of 22 units per annum. This suggest that sites with a capacity of less than five dwellings could deliver 440 dwellings over the remaining Local Plan period to 2037. As set out under the Housing Trajectory (Para. 7.30) in CS(R)3, the Council does not include a small sites allowance in its supply calculation. Housing land monitoring from 1996 shows that delivery of units on small sites, of 1 to 4 units, consistently averages around 20 units per annum. This suggest that sites with a capacity of less than five dwellings could deliver (20 x 16 years) 320 dwellings over the remaining Local Plan period 2021 to 2037. This allowance in incorporated in the Housing Trajectory (Para. 7.30) in CS(R)3.</del>																								
MM023	99 - 100	RD2 Table RD2.1	<p><b>Policy RD2: Gypsy and Traveller Sites Allocations</b></p> <p>1. The following sites (Table RD2.1) will be allocated for Gypsies and Travellers Pitches to deliver the GTAA requirements of 10 pitches and between 2017 and 2032.</p> <p><b>Table RD2.1: Permanent Gypsy and Traveller Site</b></p> <table border="1"> <thead> <tr> <th>Ref</th> <th>Site</th> <th>Status</th> <th>Pitches</th> <th>Transit</th> <th>Private / Council</th> </tr> </thead> <tbody> <tr> <td>GT5 *</td> <td>Bigfield Lodge, Runcorn</td> <td>Residential Consent</td> <td>8</td> <td>0</td> <td>Private</td> </tr> <tr> <td>GT6</td> <td>Warrington Road (extension)</td> <td>Allocation</td> <td>12 9</td> <td>0</td> <td>Council</td> </tr> <tr> <td>GT7 *</td> <td>Windmill Street, Runcorn</td> <td>Residential Consent</td> <td>6</td> <td>0</td> <td>Private</td> </tr> </tbody> </table>	Ref	Site	Status	Pitches	Transit	Private / Council	GT5 *	Bigfield Lodge, Runcorn	Residential Consent	8	0	Private	GT6	Warrington Road (extension)	Allocation	12 9	0	Council	GT7 *	Windmill Street, Runcorn	Residential Consent	6	0	Private
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			<p>* not subject to a restriction for a use by Gypsy and Travellers</p> <p>2. There will be a presumption against the loss of existing established, lawful residential sites for Gypsy and Traveller or Travelling Showpeople sites unless suitable replacement provision of equal or enhanced value are provided. Therefore the following sites (Table RD2.2) will be retained for use as Gypsies and Travellers Pitches.</p> <p><b>Table RD2.2: Existing Gypsy and Traveller Sites</b></p> <table border="1" data-bbox="750 571 1771 919"> <thead> <tr> <th>Ref</th> <th>Site</th> <th>Status</th> <th>Permanent</th> <th>Transit</th> <th>Private / Council</th> </tr> </thead> <tbody> <tr> <td>GT1</td> <td>Canalside, Warrington Road, Runcorn</td> <td>Authorised</td> <td>12</td> <td>0</td> <td>Council</td> </tr> <tr> <td>GT2</td> <td>Runcorn Transit Site</td> <td>Authorised</td> <td>2</td> <td>12</td> <td>Council</td> </tr> <tr> <td>GT4</td> <td>Riverview, Widnes</td> <td>Authorised</td> <td>23</td> <td>0</td> <td>Council</td> </tr> </tbody> </table> <p>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.</p> <p>4. Any application for the development of Gypsy and Traveller or Travelling Showpeople sites must be accompanied by evidence that the intended occupiers meet the relevant definition set out in national policy, demonstrating that their livelihood is solely or primarily reliant on nomadic travelling to sustain it (for example, comprehensive business records, bank statements, tax returns etc.).</p>	Ref	Site	Status	Permanent	Transit	Private / Council	GT1	Canalside, Warrington Road, Runcorn	Authorised	12	0	Council	GT2	Runcorn Transit Site	Authorised	2	12	Council	GT4	Riverview, Widnes	Authorised	23	0	Council
Ref	Site	Status	Permanent	Transit	Private / Council																						
GT1	Canalside, Warrington Road, Runcorn	Authorised	12	0	Council																						
GT2	Runcorn Transit Site	Authorised	2	12	Council																						
GT4	Riverview, Widnes	Authorised	23	0	Council																						
MM024	100 - 101	RD3 Part 2i	<table border="1" data-bbox="658 1347 1946 1385"> <tr> <td><b>Policy RD3: Dwelling Alterations, Extensions, Conversions and Replacement Dwellings</b></td> </tr> </table>	<b>Policy RD3: Dwelling Alterations, Extensions, Conversions and Replacement Dwellings</b>																							
<b>Policy RD3: Dwelling Alterations, Extensions, Conversions and Replacement Dwellings</b>																											

Ref	Page	Policy/ Paragraph	Main Modification
			<p>1. Proposals for dwelling alterations, extensions, conversion and replacement dwellings outside the Green Belt will be supported where they:</p> <ul style="list-style-type: none"> <li>a. Retain the character of the existing property, its setting and the surrounding residential area; <ul style="list-style-type: none"> <li>i. This will include consideration of the siting, scale, design, and materials to be used;</li> </ul> </li> <li>b. Will not have a significant adverse impact on the amenity and living conditions of occupants of neighbouring properties; this will include consideration of <ul style="list-style-type: none"> <li>i. The potential for overlooking and the preservation of appropriate privacy distances; and</li> <li>ii. The loss of sunlight or daylight to neighbouring properties; and</li> <li>iii. The dominance or overbearing nature of the extension.</li> </ul> </li> <li>c. Enhance, provide or maintain safe highway conditions for pedestrians, cyclists and motor vehicles;</li> <li>d. Will not result in isolated residential development;</li> <li>e. Provide, or retain, sufficient parking within the curtilage of the property, where applicable;</li> <li>f. Provide, or retain, adequate storage for recycling, refuse and cycles;</li> <li>g. Retain outside access to the rear of the property; and they</li> <li>h. Provide, or retain, a reasonable amenity space.</li> </ul> <p><b>Conversion</b></p> <p>2. Residential conversions of existing 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:</p> <ul style="list-style-type: none"> <li>i. they would not create or contribute to a harmful concentration of such uses <u>with regards to amenity and highways</u>; and</li> <li>ii. it would not result in a loss of character.</li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification												
			<p><b>Replacement Dwellings</b></p> <p>3. Replacement dwellings will be supported where they meet all of the above criteria (1. a-h) and they will not result in over-development of the site, or the curtilage.</p> <p><b>Change of Use</b></p> <p>4. The conversion of buildings from non-residential to residential use will be supported where they meet all of the above criteria (1. a-h) and where it is demonstrated that:</p> <ul style="list-style-type: none"> <li>a. The building is of a permanent and substantial construction capable of being converted; and that</li> <li>b. It will provide a satisfactory residential environment.</li> </ul>												
MM025	102 - 103	RD4 Parts 1,4,5 Table RD4.1	<p><b>Policy RD4: Greenspace Provision for Residential Development</b></p> <p>1. All residential development of 10 or more dwellings that <del>increase the demand for</del> <u>create or exacerbate a projected quantitative shortfall of greenspace or are not served by existing accessible greenspace</u> will be expected to make an appropriate contribution towards <del>meeting this additional demand on or off site provision for the needs arising from the development,</del> having regard to the standards detailed in table RD4.1 below.</p> <table border="1" data-bbox="703 1102 1662 1353"> <thead> <tr> <th colspan="4" data-bbox="703 1102 1662 1145">Table RD4.1: Greenspace for Residential Developments Standards</th> </tr> <tr> <th data-bbox="703 1145 898 1259">Typology</th> <th data-bbox="898 1145 1211 1259">Description</th> <th data-bbox="1211 1145 1471 1259"><u>Local Quantitative Standard</u> (m<sup>2</sup>/person)</th> <th data-bbox="1471 1145 1662 1259"><u>Accessibility Standard</u> (m)</th> </tr> </thead> <tbody> <tr> <td data-bbox="703 1259 898 1353"><b>Amenity Greenspace</b></td> <td data-bbox="898 1259 1211 1353">Opportunities for informal activities close to home or work or the</td> <td data-bbox="1211 1259 1471 1353" style="text-align: center;"><b>10</b></td> <td data-bbox="1471 1259 1662 1353" style="text-align: center;"><b><u>400</u></b></td> </tr> </tbody> </table>	Table RD4.1: Greenspace for Residential Developments Standards				Typology	Description	<u>Local Quantitative Standard</u> (m <sup>2</sup> /person)	<u>Accessibility Standard</u> (m)	<b>Amenity Greenspace</b>	Opportunities for informal activities close to home or work or the	<b>10</b>	<b><u>400</u></b>
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Typology	Description	<u>Local Quantitative Standard</u> (m <sup>2</sup> /person)	<u>Accessibility Standard</u> (m)												
<b>Amenity Greenspace</b>	Opportunities for informal activities close to home or work or the	<b>10</b>	<b><u>400</u></b>												

Ref	Page	Policy/ Paragraph	Main Modification			
				enhancement of residential areas		
			<b>Provision for Children and Young People</b>	Areas designed for play and social interaction involving children and young people e.g. equipped play areas, skateboard areas / teenage shelters	<b>2</b>	<b><u>800</u></b>
			<b>Parks &amp; Gardens</b>	Accessible, high quality opportunities for informal recreation and community events	<b>12.5</b>	<b><u>1,200</u></b>
			<b>Natural &amp; Semi Natural</b>	Wildlife conservation, biodiversity & environmental education & awareness	<b>27.5</b>	<b><u>1,200</u></b>
			<b>Allotments &amp; Community Gardens</b>	Opportunities for people to grow their own produce as part of sustainable, healthy and socially inclusive living	<b>0.9</b>	<b><u>1,600</u></b>
			<p>2. Where greenspace is provided on-site the developer will be expected to provide an appropriate long term management scheme and to fund the maintenance of the open space at their own expense.</p> <p>3. The greenspace provided should:</p> <ul style="list-style-type: none"> <li>a. Be easily accessible from all dwellings within the development;</li> <li>b. Form an integral part of the layout of the development;</li> </ul>			

Ref	Page	Policy/ Paragraph	Main Modification
			<p>c. Be of a high standard, where the siting, orientation, size and layout make for a secure and usable space; and</p> <p>d. Incorporate any natural features of the site, where appropriate.</p> <p>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 <u>unless a viability appraisal demonstrates that the proposed contributions would make the development unviable.</u> If the developer provides enough greenspace to meet the full requirement on site or in kind then no financial contribution is required.</p> <p>5. <del>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. The requirements for formal indoor and outdoor sports provision are contained within policy HE6</del></p>



Ref	Page	Policy/ Paragraph	Main Modification
MM026	106 - 107	RD6 New Part to replace Parts 1 - 5	<p><b>Policy RD6: Custom and Self Build Housing</b></p> <ol style="list-style-type: none"> <li>1. <del>To support those who wish to provide or build their own home, residential developments of more than 20 dwellings will be required to provide serviced plots for the provision of dwellings on the following basis:</del> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>c) Plots shall have legal access to a public highway.</li> <li>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.</li> </ol> </li> <li>2. <del>The Council may seek developments of more than 10 custom build dwellings in a single site location to be developed in accordance with an agreed design code.</del></li> <li>3. <del>Custom and Self Build plots can either be market or affordable housing.</del></li> <li>4. <del>Proposals for Custom and Self Build homes within Primarily Residential Areas which demonstrate that they will extend the range of housing available in the Borough will be supported subject to other Plan policies.</del></li> <li>5. <del>Prospective residents of serviced plots must seek planning permission for their proposed dwelling, the proposal must be in accordance with the policies of the Local Development Plan.</del></li> </ol> <p><u>[New] The Council will actively support proposals for self-build homes in locations consistent with the spatial strategy (Policy CS(R)1). The Council's self-build register will be used as a source of evidence of the demand for self-build and custom build locally, and the level of demand will be</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>considered in determining proposals. In areas where the Council has evidence of strong local demand for self-build and custom build housing it will encourage developers to consider whether an element of self-build plots can be incorporated into development schemes as part of the housing mix.</p>
MM027	109 - 111	C1 Parts 1,2,10,12 New Part after Part 8	<p><b>Policy C1: Transport Network and Accessibility</b></p> <p><b>Walking and Cycling</b></p> <p>1. Development will only be permitted where:</p> <ul style="list-style-type: none"> <li>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</li> <li>b. It does not affect the enjoyment of the walking and cycling network.</li> </ul> <p>The walking and cycling network is taken to include but not be limited to: the Greenway Network; The Bridgewater Way; Mersey Way; Mersey Timberland Trail, The Trans-Pennine Trail, the Cycle Network and Public Rights of Way.</p> <p>The Council will support development provided that:</p> <ul style="list-style-type: none"> <li>a. <del>It gives priority to walking, cycling and public transport within its design;</del></li> <li>b. <del>The internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users;</del></li> <li>c. <del>there is inclusive walking and cycling provision to local facilities and sustainable networks;</del></li> <li>d. <del>Promotes the use of Ultra Low Emission Vehicles (ULEV)<sup>63</sup></del></li> <li>e. <del>It does not have an adverse impact on the function, safety and character of and accessibility to the local or strategic highway network;</del></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>f. <del>Appropriate provision for car and cycle parking is made;</del></p> <p>g. <del>Road designs are well laid out and where appropriate incorporate highway safety measures, such as traffic management and traffic calming schemes, where appropriate;</del></p> <p>h. <del>It is located within 400metres walking distance of a bus stop or railway station with a suitable level of service; and</del></p> <p>i. <del>It is accessible to all.</del></p> <p><del>Where development does not meet all of these criteria or may be expected to have negative impacts, appropriate mitigation measures will be required at the developer's expense.</del></p> <p>a. <u>The internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users;</u></p> <p>b. <u>It does not have an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe;</u></p> <p>c. <u>Appropriate provision for car and cycle parking is made;</u></p> <p>d. <u>Road designs are well laid out and where appropriate incorporate highway safety measures, such as traffic management and traffic calming schemes, where appropriate.</u></p> <p><b><u>Sustainable Transport and Accessibility</u></b></p> <p>2. The Council will support development provided that:</p> <p>a. It gives priority to walking, cycling and public transport within its design <u>where appropriate;</u></p> <p>b. <del>The internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users;</del></p> <p>c. <del>there is inclusive walking and cycling provision to local facilities and sustainable networks;</del></p>
<p><sup>63</sup> Ultra low emission vehicle (ULEV) is the term used to describe any vehicle that:</p> <ul style="list-style-type: none"> <li>• uses low carbon technologies</li> <li>• emits less than 75g of CO2/km from the tailpipe</li> <li>• is capable of operating in zero tailpipe emissions</li> </ul>			<p>d. Promotes the use of Ultra Low Emission Vehicles (ULEV)<sup>64</sup></p> <p><del>It does not have an adverse impact on the function, safety and character of and accessibility to the local strategic highway network</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>f. Appropriate provision for car and cycle parking is made;</p> <p>g. Road designs are well laid out and where appropriate incorporate highway safety measures, such as traffic management and traffic calming schemes, where appropriate</p> <p>h. It is located within 400 metres walking distance of a bus stop or railway station with a suitable level of service <u>wherever possible</u>; and</p> <p>i. It is accessible to all.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><b>Public Transport</b></p> <p>5. Development will only be permitted where it does not prejudice:</p> <ol style="list-style-type: none"> <li>a. the integrity and function of the Runcorn Busway.</li> <li>b. the use of Ditton Station as part of the public transport network,</li> <li>c. the provision of additional rail tracks immediately to the north of the existing rail line between Hough Green Station and Widnes Station and,</li> <li>d. the safeguarding of the Ditton – Fiddlers Ferry – Warrington rail line</li> </ol> <p>The re-opening, or provision, of these transport facilities will generally be supported.</p>
64	Ultra low emission vehicle (ULEV) is the term used to describe any vehicle that:	<ul style="list-style-type: none"> <li>• uses low carbon technologies</li> <li>• emits less than 75g of CO2/km from the tailpipe</li> <li>• is capable of operating in zero tailpipe emission mode for a range of at least ten miles</li> </ul>	<p>6. Development will only be permitted where it retains the opportunity for new railway stations at:</p> <ol style="list-style-type: none"> <li>e. Beechwood</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>New stations and other associated public transport facilities at these locations will be supported.</p> <p>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.</p> <p>8. The Council will support provision of a rail based commuter Park and Ride scheme at:</p> <ol style="list-style-type: none"> <li>a. Ditton; and</li> <li>b. Other locations where schemes would demonstrably reduce congestion, alleviate parking issues, or increase accessibility to employment for those in the most deprived areas.</li> </ol> <p><b><u>Transport Hubs</u></b></p> <p>[New] <u>The Council will seek to protect and enhance transport hubs where possible. Transport hubs have been identified at:</u></p> <p><u>Existing Transport Hubs</u></p> <ol style="list-style-type: none"> <li>a) <u>Runcorn Station Quarter</u></li> <li>b) <u>Beechwood Bus Depot</u></li> <li>c) <u>Hough Green Train Station</u></li> <li>d) <u>Widnes Train Station</u></li> <li>e) <u>Runcorn East Train Station</u></li> </ol> <p><u>Proposed Transport Hubs</u></p> <ol style="list-style-type: none"> <li>f) <u>Shaw Street/Station Road, Runcorn Station</u></li> <li>g) <u>Ditton Station</u></li> <li>h) <u>Victoria Road, Widnes</u></li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>i) <u>Daresbury Train Station allocation</u></p> <p><b>Waterways</b></p> <p>9. The Council will expect development to:</p> <ul style="list-style-type: none"> <li>a. Maintain waterside transport infrastructure where appropriate</li> <li>b. Encourage physical waterborne leisure activities, boosting the tourism economy and promoting health improvements in appropriate locations</li> <li>c. Enhance watercourses and related infrastructure where appropriate.</li> </ul> <p><b>Road schemes</b></p> <p>10. The Council will continue to work with partners to support appropriate road schemes including:</p> <ul style="list-style-type: none"> <li>a. J11A of the M56</li> <li>b. Liverpool John Lennon Airport Eastern Access Transport Corridor</li> </ul> <p>11. Improvements to the following parts of the road network are proposed during the Plan period.</p> <ul style="list-style-type: none"> <li>a. A558 Daresbury Expressway;</li> <li>b. Watkinson Way / Ashley Way Gyratory;</li> <li>c. A562 Speke Road;</li> <li>d. A557 Access improvements; and</li> <li>e. Reconfiguration / improvement of infrastructure to the south of the SJB.</li> </ul> <p>Where necessary the routes of these improvements will be protected.</p> <p><b>Freight and Logistics</b></p> <p>12. Any development which generates significant movement of freight will be expected to locate where they are, or can be, served by water, <u>air</u> or rail infrastructure in addition to having good road access.</p> <p>13. The following sites have been identified as Freight and Logistics hubs:</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>a. Port Runcorn</li> <li>b. Port Weston</li> <li>c. 3MG</li> </ul> <p>Development that could have a detrimental impact on the access to these hubs will be resisted.</p> <p><b>Intelligent Transport Systems (ITS)</b></p> <p>14. Halton as part of the LCR welcomes the use of new technologies including those that:</p> <ul style="list-style-type: none"> <li>a. Manage the flow of traffic around the Borough.</li> <li>b. Reduce transport emissions through the use of SMART vehicle technology.</li> <li>c. Provide smart transport solutions, enabling transport and journeys in general to become quicker and more efficient for residents and visitors to the borough.</li> </ul> <p><b>Transport Assessments and Travel Plans</b></p> <p>15. The Council will require the submission of a Transport Assessment or Transport Statement for Development proposals that are likely to generate significant numbers of trips, HGV movements and/or have location specific issues or traffic sensitivities. The level and content of supporting Transport Assessments/ Statements should be scoped with the Highway Authority prior to application.</p> <p>16. A travel plan will be required as part of a new development in all of the following circumstances:</p> <ul style="list-style-type: none"> <li>a. Major development proposals comprising jobs, shopping, leisure and services</li> <li>b. Smaller development proposals comprising jobs, shopping, leisure and services which would generate significant amounts of travel in or near to air quality management areas.</li> <li>c. Where the green travel plan will help to address a particular traffic problem associated with the proposal, which might otherwise have to be refused on local traffic grounds</li> <li>d. Proposals for new and expanded school facilities (school travel plan).</li> </ul> <p>Where a green travel plan is not required, developers will be encouraged to prepare one where appropriate in the interests of sustainability.</p>

Ref	Page	Policy/ Paragraph	Main Modification
MM028	114	C2 10.19-10.22	<p>10.19 <del>Provision of motorcycle parking should be made within each large development site, defined as a site with a total of 25 or more car parking spaces. The standards for this is one motorcycle space for every 25 car parking spaces at a standard of 1 per 100 sqm with a minimum of 2 as set out in Appendix E.</del></p> <p>10.20 Residential development should provide cycle parking to a suitable standard, be covered, secure and convenient to a standard of <del>2 spaces per family dwelling and one space per apartment/flat,</del> 1 per 100 sqm with a minimum of 2 as set out in Appendix E, this can be included in internal storage.</p> <p>10.22 Commercial developments (<del>Office, Research and development, and light industry, General Industrial and Storage and Distribution</del>) will be expected to provide long stay cycle parking in addition to car parking. The number of cycle spaces are calculated on a ratio of 1 cycle space to 10 car parking spaces with a minimum of 6 cycle spaces per new commercial development. The standard for long stay cycle parking should be overlooked, accessible, secure and covered provision. Other non-residential use classes will be considered on a case by case basis taking into account location, staff number and dwell times.</p>
MM029	115 - 116	C3 Part 2g	<p><b>Policy C3: Delivery of Telecommunications Infrastructure</b></p> <ol style="list-style-type: none"> <li>1. The Council encourages and supports proposals for the provision, upgrading and enhancement of wireless and fixed data transfer and telecommunications networks and their associated infrastructure.</li> <li>2. Proposals for the delivery of communications infrastructure will normally be granted permission where they: <ol style="list-style-type: none"> <li>a. Have no significant adverse effect on the external appearance of the building on which, or space in which, they are located;</li> <li>b. Preserve or enhance the natural and historic environment;</li> <li>c. Have fully explored and utilised, as appropriate, technologies to miniaturise and camouflage any telecommunications apparatus;</li> <li>d. Are appropriately designed, coloured and landscaped to take account of their setting;</li> </ol> </li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
			<p>e. Have no significant adverse impact on the visual amenities of neighbouring occupiers;</p> <p>f. Have no detrimental impact on the safe and satisfactory functioning of the highways; and</p> <p>g. <del>Have special regard to the Green Belt;</del></p> <p>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.</p> <p>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.</p> <p>5. Developers will be required to work with appropriate providers to deliver the necessary physical infrastructure to accommodate information and digital communications networks as an integral part of all appropriate new development.</p>
MM030	117 - 118	C4 Part 8	<p><b>Policy C4: Operation of Liverpool John Lennon Airport</b></p> <p><b>Public Safety Zone</b></p> <p>1. Development, including change of use, which is likely to lead to an increase in the number of people living, working or congregating on land within the LJLA Public Safety Zone, as defined by the Civil Aviation Authority will not be permitted.</p> <p>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.</p> <p><b>Runway End Safety Area (RESA)</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>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).</p> <p><b>Height Restriction Zone (HRZ)</b></p> <p>4. Development within the LJLA Height Restriction Zone (HRZ) will only be permitted if it is below the height notified to the Council by the relevant authority and would not cause a hazard to aviation.</p> <p>5. Development within the HRZ will not be permitted if it would otherwise cause a hazard to air travellers.</p> <p><b>Airport Development</b></p> <p>6. All airport development should seek the maximum possible reductions in noise through compliance with the latest Airport Noise Action Plan.</p> <p><b>New Development in the Vicinity of LJLA</b></p> <p>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.</p> <p>8. <del>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.</del></p> <p><b>Airport Parking</b></p> <p>9. The provision of offsite airport parking within Halton Borough will generally not be supported.</p>
<b>MM030</b>	118	New paragraph after 10.37	<p><u>[New] New major developments in the vicinity of LJLA should have regard to, and comply with, (where appropriate) the Airport Surface Access Strategy (2016), or updates where approved by Halton Borough Council.</u></p>
<b>MM031</b>	120 - 121	HC1 Parts 5-7,9	<p><b>Policy HC1: Vitality and Viability of Centres</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Town and District Centres</b></p> <ol style="list-style-type: none"> <li>1. Retail and other main town centre uses should be located within the centres identified in strategic Policy CS(R)5 and identified on the Policies Map.</li> <li>2. Within Halton's centres, development proposals for retail and other main town centres uses will be supported where they: <ol style="list-style-type: none"> <li>a. Are of a size and scale appropriate to the position of the centre in the identified hierarchy in CS(R)5;</li> <li>b. Retain or enhance the centre's character, appearance, vitality and viability;</li> <li>c. Sustain or enhance diverse town centre uses and customer choice;</li> <li>d. Do not detrimentally effect local amenity;</li> <li>e. Capitalise on the Borough's natural assets and greenspaces; and</li> <li>f. Are readily accessible by public transport, walking and cycling.</li> </ol> </li> <li>3. Within Halton's centres, the use of upper floors for non-retail uses will be supported, subject to the use being suitable to the function of the centre and other policies in this plan.</li> <li>4. Within town / district centres outside of the Primary Shopping Area, change of use to residential may be appropriate (subject to the provisions of other policies in this Plan, particularly polices GR1 and GR2).</li> <li>5. Proposals for retail uses at edge of centre locations will be permitted where: <ol style="list-style-type: none"> <li>a. It is demonstrated through the sequential approach that there are no appropriate town centre sites available <u>in the Primary Shopping Area</u> and that the proposed location is the most preferable in light of the alternatives considered; <del>and</del></li> </ol> </li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification									
			<p>b. <u>The site is located within a well-connected area, within 300m of the primary shopping area; and</u></p> <p>c. The proposal complied with the criteria set out in section 2 above.</p> <p>6. Proposals for retail uses in out-of-centre locations will only be permitted where:</p> <p>a. It is demonstrated through a sequential test that there are no appropriate <del>town centre or edge-of-centre</del> <u>sites in the Primary Shopping Area or edge of centre sites</u> available, or likely to be available within a reasonable timeframe;</p> <p>b. The proposal has been subject to impact assessment as set out in accordance with Table HC1.1 below, and will not demonstrably harm centres within its catchment.</p> <p><u>[New]</u> Proposals for non-retail town centre uses in edge of centre locations will only be permitted where:</p> <p>c. <u>It is demonstrated through the sequential approach that there are no appropriate town centre sites available and that the proposed location is the most preferable in light of the alternatives considered;</u></p> <p>d. <u>The proposal for non-retail use is location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange.</u></p> <p>7. <u>Retail and leisure proposals outside of the Primary Shopping Area, and leisure proposals outside of the Town Centre, above the following thresholds will be subject to an impact assessment;</u></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3">Table HC1.1 Threshold got Impact Assessment</th> </tr> <tr> <th>Centre</th> <th colspan="2">Floorspace Threshold (sq.m gross)</th> </tr> </thead> <tbody> <tr> <td></td> <td>Convenience Goods</td> <td>Comparison Goods</td> </tr> </tbody> </table>	Table HC1.1 Threshold got Impact Assessment			Centre	Floorspace Threshold (sq.m gross)			Convenience Goods	Comparison Goods
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	Convenience Goods	Comparison Goods										

Ref	Page	Policy/ Paragraph	Main Modification																					
			<table border="1" style="margin-left: 20px;"> <tr> <td>Widnes Town Centre</td> <td>1,500 sq.m</td> <td>1,500 sq.m</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Halton Lea Town Centre</td> <td>1,000 sq.m</td> <td>1,000 sq.m</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Runcorn Old Town</td> <td>500 sq.m</td> <td>500 sq.m</td> <td></td> <td></td> <td></td> </tr> </table> <p>8. The retention and enhancement of the Borough's market will be encouraged.</p> <p><b>Local Centres</b></p> <p>9. Within the Local Centres identified in policy CS(R)5 the primary retail role of the centre will be safeguarded. Other uses will be supported where they complement the existing role of these centres, provided that the proposal:</p> <ul style="list-style-type: none"> <li>a. meets the retail needs of residents within the local neighbourhood; and</li> <li>b. would not reduce the number of A4 retail units in any local centre to below 50% of the units used for commercial purposes.</li> </ul> <p>10. Additional or replacement convenience retail units (up to 280 sqm net<sup>65</sup>) within or immediately adjacent to a defined Local Centre will be supported.</p> <p><b>Individual Shops</b></p> <p>11. Individual shops, not specifically defined on the Policies Map, will be safeguarded for <b>A4</b> retail purposes, unless it is demonstrated that the existing use and/or any other retail use is no longer viable within that specific location.</p>				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			
Widnes Town Centre	1,500 sq.m	1,500 sq.m																						
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<b>MM031</b>	122	Paragraph	<b>Justification</b>																					

<sup>65</sup> Consistent with provisions of the Sunday Trading Act 1994

Ref	Page	Policy/ Paragraph	Main Modification
		11.5	11.5 The primary shopping area identified within Halton Lea, Runcorn and Widnes is considered to be “the Centre” for the purposes of the sequential approach to retail. <del>This means that locations within a centre but outside of the primary shopping area are considered to be edge of centre for this form of development.</del> <u>Edge of Centre for retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange.</u>
MM032	124	HC3 Parts 1,2	<div style="border: 1px solid black; padding: 10px;"> <p><b>Policy HC3: Primary Shopping Areas</b></p> <p><b>Primary Shopping Areas</b></p> <ol style="list-style-type: none"> <li>1. Within the defined Primary Shopping Areas, the use of ground floor units A4 retail, A2 (Professional Services) or A3 (food &amp; drink) uses will generally be supported where they provide an active daytime frontage.</li> <li>2. Within the defined Primary Shopping Areas, the use of ground floor units for <del>non-A1, A2 and A3 Shops, Financial / Professional Services, Restaurants, Cafe</del> uses will be permitted where: <ol style="list-style-type: none"> <li>a. The overall proportion of <del>A1, A2 and A3 retail</del> uses will not fall below 60% of units , unless the unit has been shown to not be viable for <del>A1, A2 or A3 Shops, Financial / Professional Services, Restaurants, Cafe</del> use after sufficient effective marketing, and is currently vacant;</li> <li>b. The continuity of the retail frontage is maintained, normally with no more than two adjacent non <del>A1, A2 or A3 retail</del> Shops, Financial / Professional Services, Restaurants, Cafe frontages;</li> <li>c. It can be demonstrated that the proposal would not reduce the pedestrian footfall; and</li> <li>d. An active frontage is provided.</li> </ol> </li> </ol> </div>

Ref	Page	Policy/ Paragraph	Main Modification	
MM032	133	HC3 11.15-11.17	<p><b>Justification</b></p> <p>11.15 Retailing has undergone unprecedented changes over recent years, with many major retailers disappearing and once vibrant centres struggling. Traditionally, planning policy has sought to preserve the retail core of centres almost exclusively for A4 retail uses. Many Local Plans, Halton's included, have seen policy lag behind real world events and potentially hinder centres by seeking to preserve units for <u>A4 Shops, Financial / Professional Services, Restaurants, Cafe</u> use, where there is not the commercial demand.</p> <p>11.16 How people use centres has changed. There has been significant growth in cafes and coffee shops with people visiting centres to meet friends and socialise as well as for shopping. Such <u>A3 food and drink Restaurants and Cafe</u> uses can add significantly to a centres vitality and can add local distinctiveness with the presence of local independent traders as well as national brands.</p> <p>11.17 The assessment of applications within the Primary Shopping Areas will consider:</p> <ul style="list-style-type: none"> <li>i. The location and prominence of the premises within the shopping frontage.</li> <li>ii. The floorspace and length of frontage of the premises.</li> <li>iii. The number, distribution and proximity to other premises <del>within Use Classes A1, A2 to A5, for Shops, Financial / Professional Services, Restaurants, Cafes to Hot Food Take-aways</del>, or with planning permissions for such uses.</li> <li>iv. The nature and character of the use proposed, including the level of pedestrian activity associated with it.</li> <li>v. The level of vacancies in ground floor properties.</li> <li>vi. Whether the proposed use would give rise to noise or other environmental problems and conflict with other policies in this plan</li> </ul>	
MM033	125 - 126	HC4 Part 3d	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;"><b>Policy HC4: Shop Fronts, Signage and Advertising</b></td> </tr> </table>	<b>Policy HC4: Shop Fronts, Signage and Advertising</b>
<b>Policy HC4: Shop Fronts, Signage and Advertising</b>				

Ref	Page	Policy/ Paragraph	Main Modification
			<ol style="list-style-type: none"> <li>1. Proposals for new and altered shop fronts will be permitted provided that all of the following criteria are complied with: <ol style="list-style-type: none"> <li>a. Be appropriate to the building in which they are set in terms of proportions, detailing and materials.</li> <li>b. Respect the context of the street or space in which they are set; and</li> <li>c. Accommodate the shop signage in a way that contributes to the overall design.</li> </ol> </li> <li>2. Proposals for shop front security measures will be permitted provided that they are accommodated in an unobtrusive manner and do not include any of the following: <ol style="list-style-type: none"> <li>a. The blanking out of windows.</li> <li>b. Projecting shutter boxes.</li> <li>c. Unperforated roller shutters.</li> <li>d. Galvanised finishes.</li> </ol> </li> <li>3. In considering applications for advertisement consents or enforcing the discontinuance of a display after the specific period, if considered reasonable, all of the following criteria will be considered: <ol style="list-style-type: none"> <li>g. Advertisements should be compatible with the character of their surroundings, including the scale and detailing of any building against which they are seen, by reason of their size, siting, height above ground level, materials, colour and design.</li> <li>h. Free-standing displays should be integrated with their surroundings by appropriate design and landscaping.</li> <li>i. Advertisements on buildings should appear as an integral and not a dominant feature of the building.</li> <li>j. Advertisements should not conflict with the character, appearance, architecture, setting or historical merits of Conservation Areas and Listed Buildings conserve and enhance those features which</li> </ol> </li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>contribute to the significance of heritage assets and their setting, including where relevant character, appearance, architecture and setting.</u></p> <p>k. The advertisement should not lead to intrusive visual clutter.</p> <p>l. The advertisement should not prejudice the amenity of the occupiers of nearby dwellings or other buildings, either by reason of inappropriate design or means of illumination.</p> <p>m. In the right locations, (and in particular in relation to free-standing poster displays) whether advertisements can offer the opportunity to secure vitality and environmental benefits, by screening eyesores and redevelopment sites or providing a solution of the use of marginal land left by road works, albeit on a temporary basis where appropriate.</p> <p>n. The effect of the advertisement upon the highway safety, the safe use and operation of any form of traffic or transport safety of pedestrians.</p> <p>o. An advertisement should not impede the visibility of road users in the vicinity of junctions, access, bus stops and crossing points.</p>
MM034	128 - 129	HC5 Part 6c	<p><b>Policy HC5: Community Facilities and Services</b></p> <p>1. The Council in partnership with service providers will plan for the following community facilities up to 2037:</p> <ul style="list-style-type: none"> <li>• Education</li> <li>• Health and Social Care Facilities</li> <li>• Sport and Leisure Facilities</li> <li>• Youth Facilities</li> <li>• Community Facilities</li> <li>• Cultural Facilities</li> </ul> <p>2. The Council will support the retention and enhancement of existing Community Facilities.</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>3. The Council will support the development of new Community facilities, within or adjacent to the town centres, district and local centres identified in policy CS(R)5 and on sites allocated in policy HC2 , or the enhancement , extension or refurbishment of an existing Community Facility, provided that:</p> <ul style="list-style-type: none"> <li>a) The facility is accessible by walking, cycling and public transport.</li> <li>b) The proposal would not give rise to significant traffic congestion or road safety problems.</li> <li>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.</li> </ul> <p>4. Outside of the town and district and local centres the Council will support the development of new Community Facilities, provided that:</p> <ul style="list-style-type: none"> <li>a) The proposal is accompanied by a supporting statement which demonstrates the sustainability of the proposed location.</li> <li>b) A sequential approach has been</li> <li>c) applied in selecting the location of the site in accordance with policy HC1.</li> <li>d) The facility is accessible by walking, cycling and public transport.</li> <li>e) The proposal would not give rise to significant traffic congestion or road safety problems.</li> <li>f) Any new buildings or structures are well designed and appropriately landscaped.</li> <li>g) The proposal is of a design, character, type, size, scale and appearance appropriate to the location.</li> </ul> <p><b>Loss of Community Facilities</b></p> <p>5. Proposals involving the loss of community facilities land or buildings will only be permitted where it is demonstrated that:</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>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</p> <p>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</p> <p>c) In the case of commercial community facilities, whether the use is no longer viable (applicants will need to submit evidence to demonstrate that the site is no longer viable for that use</p> <p>d) <u>Marketing</u> of the land/property will be required to indicate that there is no demand for the land/property in its existing use.</p> <p>e) Details if the current occupation of the buildings, and where this function would be relocated, will also be required.</p> <p>f) Where an application relies upon a marketing exercise to demonstrate that there is no demand for the land/premises in its current use, the applicant will be expected to submit evidence to</p> <p>g) demonstrate that the marketing was adequate and that no reasonable offers were refused. This will include evidence demonstrating that:</p> <ul style="list-style-type: none"> <li>• The marketing has been undertaken by an appropriate agent or surveyor at a price which reflects the current market or rental value of the land/premises for its current use and that no reasonable offer has been refused.</li> <li>• The land/premises has been marketed for an appropriate period of time which will usually be for 12 months.</li> <li>• The land/premises has been regularly advertised and targeted at the appropriate audience. Consideration will be given to the nature and frequency of advertisements in the press or specialist trade networks etc. and contact with local property agents.</li> <li>• The community facility can be fully retained, enhanced or reinstated as part of any redevelopment of the building or site; or</li> <li>• Alternative replacement community facilities are provided in a suitable alternative location.</li> </ul> <p><b>Halton Hospital Campus</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>6. Proposals involving enhancement or redevelopment within the Halton Hospital campus for health and wellbeing uses will be supported. The following uses may also be acceptable on surplus land within the site where they do not compromise the principal use of the site for health care provision;</p> <ul style="list-style-type: none"> <li>a) Residential Institutions (<del>Use Class C2</del>)</li> <li>b) Residential (<del>Use Class C3</del>)</li> <li>c) Non-residential institutions (<del>Use Class D4</del>) (<u>Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres</u>)</li> <li>d) Leisure uses (<del>Use Class D2</del>)</li> <li>e) Hotel (<del>Use Class C1</del>); and</li> <li>f) Offices (<del>Use Class B1</del>)</li> </ul>
MM035	132 - 133	HC8 Parts 1, 2	<p><b>Policy HC8: Food and Drink</b></p> <p>1. Development of food and drink uses<sup>66</sup> (<del>Use Classes A3-A4</del>) including restaurants, late night bars or pubs and (<del>Use Class A5</del>) Hot Food Takeaways<sup>67</sup> (subject to the additional criteria below), will be acceptable provided that they would not harm the character of the area, residential amenity and / or public safety, either individually or cumulatively. The following impacts will be taken into consideration:</p> <ul style="list-style-type: none"> <li>a. noise, fumes, smells, litter and late night activity;</li> <li>b. the availability of public transport and parking;</li> <li>c. highway safety;</li> <li>d. access for servicing;</li> <li>e. storage for refuse and recycling;</li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>f. the appearance of the building, frontage, flues and other installations;</li> <li>g. the number, distribution and proximity of other existing, or proposed, restaurants, hot food takeaways and late night bars or pubs;</li> <li>h. potential for crime and anti-social behaviour;</li> <li>i. impact on the promotion of healthy lifestyles.</li> </ul> <p>2. Hot Food Takeaways (<del>Use Class A5</del>) will only be supported where:</p> <ul style="list-style-type: none"> <li>a. it is located within a designated town or, district and local centre and will not result in; <ul style="list-style-type: none"> <li>i. <u>5% or more of the total ground floor commercial units within a primary shopping area being hot food takeaways.</u></li> <li>ii. <u>A5 becoming the dominant use, or more than two units or 10% or more of the total ground floor commercial units within the remaining (non-primary shopping area) town centre areas (whichever is the greater) being a hot food takeaways, or and</u></li> <li>iii. <u>Less than two non A5 hot food takeaway commercial units on the same frontage, or a road, between hot food takeaways,</u></li> </ul> </li> <li>b. <u>it is located within a designated local centre and will not result in hot-food takeaways becoming the dominant use, or more than two units or 10% of the total ground floor commercial units (whichever is the greater) being a hot food takeaway.</u></li> <li>c. it is located more than 400m from primary or secondary schools, sixth form colleges, playing fields and children's play spaces.</li> </ul>
<b>MM035</b>	133	11.35 – 11.36	<p>11.35. Food and Drink businesses and the evening economy can make an important contribution to the economy of a centre. A successful evening economy needs: accessibility, cleanliness, safety, ambience, choice and a 'unique experience', as does a successful daytime economy. If it is well managed and appropriately controlled it can improve a centre and add to its vitality and viability rather than detract. For example</p>

<sup>66</sup> Use class E(b) and former Uses Class A4

<sup>67</sup> Formerly Use Class A5 (now Sui Generis)

Ref	Page	Policy/ Paragraph	Main Modification
			<p>appropriate food, drink and night-time economy-related uses may contribute to the vibrancy of an area. However, the over-concentration and clustering of these uses can impact on the amenity of neighbouring properties and the vitality and viability of the centre through excessive night-time only <u>usage frontages</u>.</p> <p>11.36 The following <u>information</u> should be submitted <del>with</del> <u>to accompany a</u> planning applications <del>to</del> <u>showing</u> how the proposal addresses this policy:</p> <ul style="list-style-type: none"> <li>i. Hours of opening - including both the closing time to public and vacating premises time.</li> <li>ii. Capacity in relation to numbers of customers.</li> <li>iii. Parking and servicing details, including timing of deliveries and sizes of vehicles.</li> <li>iv. Refuse and recycling provisions and layout.</li> <li>v. Types of license required.</li> <li>vi. Details of any plant and equipment required i.e. size, location, appearance and technical specification.</li> <li>vii. Internal layout details i.e. seating, kitchen location, toilets, including disabled facilities, dancefloor etc.</li> </ul>
MM035	133	New Paragraphs after 11.35  Figure 11	<p><u>New Paragraphs</u></p> <p><u>Hot food takeaways in particular have potential to create dead day-time frontages, to the detriment of day-time vitality and if located in close proximity can act as a flashpoint for anti-social behaviour. For the purpose of the policy, frontages on one side of a road will be considered to be one frontage irrespective of intervening ginnels, alleys, paths or crossroads.</u></p> <p><u>A 5% limit is to be applied to each of the borough's three primary shopping areas, with 10% limit applying to the town centre areas outside of the primary shopping areas. In Widnes, the latter percentage will be calculated as the proportion of ground floor commercial units in Widnes TC (North) or Widnes TC (South) as set out in figure 11.</u></p>

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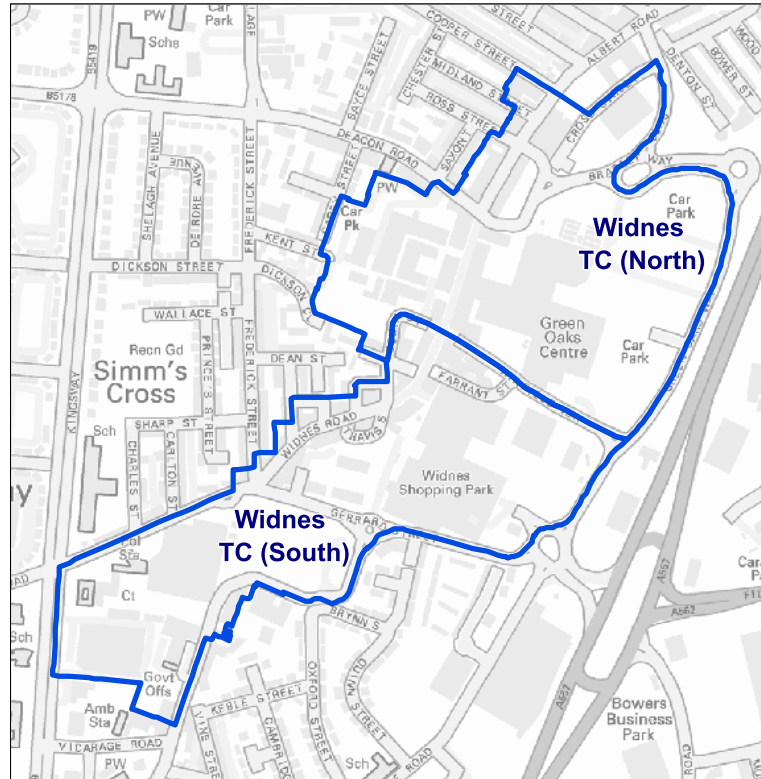


Figure 11: Widnes Town Centre North & Widnes Town Centre South

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

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>as a proportion of the total number of ground floor commercial units), or should not comprise more than 2 units or 10% of the total ground floor commercial units (whichever is higher).</u></p> <p>[New] <u>Centres are defined on the policies map and the consented uses for individual units are set out in the latest survey reports. Applications will be assessed against current consented uses adjusted, where necessary to account for the loss / creation of new units as part of the application.</u></p>
<b>MM036</b>	134 - 136	HC9 Parts 3-12	<div style="border: 1px solid black; padding: 10px;"> <p><b>Policy HC9: Mixed Use Areas</b></p> <p>1. Within a Mixed Use Area any proposed development will be expected to:</p> <ul style="list-style-type: none"> <li>a. Promote the vitality and viability of the area.</li> <li>b. Be of a quality of design that enhances the character and appearance of the local environment.</li> <li>c. Contribute to the: <ul style="list-style-type: none"> <li>i. Creation of jobs for local people; or</li> <li>ii. Provision of housing to meet local needs; or</li> <li>iii. Provision of local facilities for the community; or</li> <li>iv. Quality of the visitor attraction of the Borough.</li> </ul> </li> </ul> <p>2. The Council may require a masterplan or development brief to be prepared demonstrating that the proposals will positively support and complement the comprehensive wider development of the area.</p> <p>3. <b>MUA1 Widnes Civic Quarter</b></p> <p>Within Mixed Use Area 1 the following uses are considered appropriate:</p> <ul style="list-style-type: none"> <li>a. Leisure (<del>Use Class D2</del>);</li> <li>b. Residential (<del>Use Class C3</del>);</li> <li>c. <u>Office, Research / Development, Light Industry</u><del>Office</del> (<del>Use Class B1</del>);</li> <li>d. Restaurants (<del>Use Class A3</del>);</li> <li>e. Hotel (<del>Use Class C1</del>);</li> <li>f. Education; and</li> </ul> </div>



Ref	Page	Policy/ Paragraph	Main Modification
			<p style="padding-left: 40px;">g. Health.</p> <p><b>4. MUA2 Victoria Square and Victoria Road</b></p> <p>Within Mixed Use Area 2 the following uses are considered appropriate:</p> <ul style="list-style-type: none"> <li>a. Small Scale Retail (up to 280 sqm net<sup>68</sup>) (<del>Use Class A1</del>);</li> <li>b. Restaurants and cafés (<del>Use Class A3</del>);</li> <li>c. Residential (<del>Use Class C3</del>); and</li> <li>d. Drinking Establishments (<del>A4</del>).</li> </ul> <p><b>5. MUA3 Earle Road Mixed Use Area</b></p> <p>Within Mixed Use Area 3 the following uses are considered appropriate:</p> <ul style="list-style-type: none"> <li>a. Retail (<del>Use Class A1</del>);</li> <li>b. Restaurants and cafés (<del>Use Class A3</del>);</li> <li>c. Leisure uses (<del>Use Class D2</del>);</li> <li>d. <u>Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres</u> <del>Use Class D1</del><sup>69</sup>;</li> <li>e. Hotel (<del>Use Class C1</del>);</li> <li>f. <u>Office, Research / Development, Light Industry Office</u> (<del>Use Class B1</del>); and</li> <li>g. Residential (<del>Use Class C3</del>).</li> </ul> <p><b>6. MUA4 Lugsdale Road</b></p> <p>Within Mixed Use Area 4 the following uses are considered appropriate:</p> <ul style="list-style-type: none"> <li>a. Residential (<del>Use Class C3</del>); and</li> <li>b. <u>Office, Research / Development, Light Industry Office</u> (<del>Use Class B1</del>).</li> </ul> <p><b>7. MUA5 Runcorn Station</b></p> <p>Within Mixed Use Area 5 the following uses are considered appropriate:</p> <ul style="list-style-type: none"> <li>a. Small Scale Retail (up to 280 sqm net<sup>70</sup>) (<del>Use Class A1</del>);</li> <li>b. Restaurants and cafés (<del>Use Class A3</del>);</li> <li>c. Leisure uses (<del>Use Class D2</del>);</li> <li>d. Residential (<del>Use Class C3</del>);</li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>e. 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 Use Class D1<sup>71</sup>;</p> <p>f. Hotel (Use Class C1); and</p> <p>g. Office, Research / Development, Light Industry Office (B1).</p> <p><b>8. MUA6 Halton Road</b></p> <p>Within Mixed Use Area 6 the following uses are considered appropriate:</p> <p>a. Small Scale Retail (up to 280 sqm net<sup>72</sup>) (Use Class A1);</p> <p>b. Restaurants and cafés (Use Class A3);</p> <p>c. Leisure uses (Use Class D2); and</p> <p>d. Residential (Use Class C3).</p> <p><b>9. MUA7 Bridge Retail</b></p> <p>Within Mixed Use Area 7 the following uses are considered appropriate:</p> <p>a. Retail Warehousing (non-food) (Use Class A1);</p> <p>b. Restaurants and cafés (Use Class A3);</p> <p>c. Drinking establishments (Use Class A4); and</p> <p>d. Leisure uses (Use Class D2).</p>

<sup>68</sup> Consistent with provisions of the Sunday Trading Act 1994

<sup>69</sup> ~~The Town and Country Planning (Use Classes) Order 1987 (as amended) D1 use class: Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.~~

<sup>70</sup> Consistent with provisions of the Sunday Trading Act 1994

<sup>71</sup> ~~The Town and Country Planning (Use Classes) Order 1987 (as amended) D1 use class: Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.~~

<sup>72</sup> Consistent with provisions of the Sunday Trading Act 1994

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>10. MUA9 Moor Lane</b></p> <p>Within Mixed Use Area 9 the following uses are considered appropriate:</p> <ul style="list-style-type: none"> <li>a. Retail (Use Class A1);</li> <li>b. 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 Use Class D1<sup>73</sup>;</li> <li>c. Assembly and Leisure Use Class D2;</li> <li>d. Hotel (Use Class C1);</li> <li>e. Office, Research / Development, Light Industry and General Industrial Employment (Use Class B1 and B2); and</li> <li>f. Residential (Use Class C3).</li> </ul>

<sup>73</sup> ~~The Town and Country Planning (Use Classes) Order 1987 (as amended) D1 use class: Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court, non-residential education and training centres.~~

Ref	Page	Policy/ Paragraph	Main Modification
			<p>11. <b>MUA10 'The Heath'</b></p> <p><del>Within Mixed Use Area 10 the following uses are considered appropriate;</del></p> <ul style="list-style-type: none"> <li><del>a. Employment (Use Class B1 and B2);</del></li> <li><del>b. Residential (Use Class C3)</del></li> <li><del>c. Small Scale Retail (up to 280 sqm net ) (Use Class A1); and</del></li> <li><del>d. Small scale ancillary complementary services and facilities (compliant with policy ED3)</del></li> </ul> <p>12. <b>MUA11 'Daresbury Park'</b></p> <p>Within Mixed Use Area 11 the following uses are considered appropriate;</p> <ul style="list-style-type: none"> <li>a. <u>Office, Research / Development, Light Industry Employment (Use Class B1)</u></li> <li>b. Residential (Use Class C3)</li> <li>c. Small Scale Retail (up to 280 sqm net ) (Use Class A1);</li> <li>d. Small scale leisure uses, particularly associated with the canal side location (subject to access agreement from the Bridgewater Canal Trust)</li> <li>e. Small scale ancillary complementary services and facilities (compliant with policy ED3)</li> </ul> <p>13. Within each of these Mixed Use Areas development proposals for uses not listed will be decided on their individual merits.</p>
<b>MM037</b>	139 - 140	HE1 Parts 2,8,10 New Parts after Part 5	<div style="border: 1px solid black; padding: 5px;"> <p><b>Policy HE1: Natural Environment and Nature Conservation</b></p> <p><b>Designated Sites, Priority Habitats and Priority Species</b></p> <p>1. Any development which may affect a designated natural asset will be considered in line with the mitigation hierarchy:</p> <ul style="list-style-type: none"> <li>a. Avoidance</li> <li>b. Minimisation</li> <li>c. Mitigation</li> </ul> </div>

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			<p>d. Compensation</p> <p>2. Development which may adversely affect the integrity of internationally important sites<sup>74</sup> will only be permitted where there are no alternative solutions and there are imperative reasons of overriding public interest. This also applies to sites and habitats outside the designated boundaries that support provide supporting habitat for qualifying features or species listed as being important in the designations of the internationally important sites.</p> <p>3. Development which may cause significant harm will only be permitted for:</p> <p>a. <b>Sites of National Importance</b> (including Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs)): where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the national network;</p> <p>b. <b>Sites of Local Importance</b> (including Local Nature Reserves (LNRs), Local Wildlife Site (LWS) and Local Geological Sites (LGS)): where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the LCR Ecological Network; and</p> <p>c. <b>Priority Habitats</b>: where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the habitat and its broader contribution to the LCR Ecological Network.</p> <p>d. <b>Priority Species</b>: where it is demonstrated that no significant harm will result.</p> <p>e. <b>Protected Species</b>: where development that may affect legally protected species will only be permitted where it can be demonstrated that there is no significant harm</p> <p>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:</p> <ul style="list-style-type: none"> <li>• On site;</li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>• Immediate locality and / or within the Core Biodiversity Area;</li> <li>• LCR Nature Improvement Area within the Borough; and lastly</li> <li>• LCR Nature Improvement Area outside the Borough</li> </ul> <p>5. Where significant harm resulting from development cannot be avoided, adequately mitigated or, as a last resort, compensated, then planning permission will be refused.</p> <p><u>[New] Developments that are likely to have an adverse impact (either individually or in combination with other developments) on European Designated Sites must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified.</u></p> <p><u>[New] Where appropriate, contributions from developments will be secured towards mitigation measures identified in the LCR Recreational Mitigation Strategy (RMS) which will be completed during the early part of the plan period and any subsequent RMS updates.</u></p> <p><u>[New] Prior to RMS completion, the authority will seek contributions as set out in the RMS Interim Arrangement document, where appropriate, from proposed major residential development to deliver all measures identified (including strategic measures) through project level HRAs, or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.</u></p> <p>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.</p> <p><b>Non-Designated Sites and Habitats</b></p> <p>7. To ensure the protection, conservation and enhancement of Halton’s natural environment in accordance with Core Strategy policy CS(R)20, development will be permitted provided that:</p> <ul style="list-style-type: none"> <li>• It does not have a detrimental impact on the non-designated sites and habitats of ecological value.</li> </ul>

<sup>74</sup> Including any development likely to introduce 200 LGV, or 1,000 vehicle movements (annual daily average) or more on roads within 200m of the Manchester Mosses SAC.

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			<ul style="list-style-type: none"> <li>• Arrangements for the long term management and maintenance of any existing and proposed landscaping have been made include mitigation and compensatory measures/landscaping.</li> <li>• It does not result in the loss of important features such as trees, woodlands, walls, hedgerows, ponds or watercourses</li> </ul> <p><b>Ecological Network</b></p> <p>8. <u>When considering development proposals, appropriate consideration</u> 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.</p> <p>9. Development proposals within the Nature Improvement Area<sup>75</sup> will be permitted where they complement the identified opportunities for habitat creation and / or habitat management, and are consistent with other policies in the Plan.</p> <p><b>High Quality Agricultural land</b></p> <p>10. Additionally, the irreversible <u>significant</u> development of open agricultural land will not be permitted where it would result in the loss of the best and most versatile agricultural land, except where absolutely necessary to deliver development allocated within the Local Plan, strategic infrastructure or development associated with the agricultural use of land. <u>Where it can be demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality.</u></p>
MM037	141 - 143	12.4(1), 12.13 - 12.14  New paragraph after 12.4	<p>12.4. The HRA raises two particular concerns regarding development in Halton;</p> <p>(1) The effects of recreational disturbance on the coastal and estuarine environments.</p> <p>Recreational visits to these environments can cause detriment for example due to disturbance, trampling, and dog fouling. Halton Council <del>has been</del> <u>is</u> working with partners, including the other Merseyside authorities, to devise and implement a Recreation Mitigation <del>and Avoidance</del> Strategy to</p>

<sup>75</sup> Liverpool City Region Ecological Network (2015) ecological and biodiversity information on the City Region’s natural assets available at: <http://www.lcreconet.uk/>

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			<p>protect all European sites in the Liverpool City Region from potential increased recreational pressure resulting from new housing <u>and tourism</u> development.</p> <p>(2) Manchester Mosses SPA</p> <p>Part of the Manchester Mosses SAC is located adjacent to the M62 (to the east of Junction 11 at Houghton Green) and already receives nitrogen deposition in excess of critical loads. Whilst development in Halton is unlikely to add significantly to use of the M62 in this location,, in combination with proposals in other authorities including Knowsley, St.Helens, Warrington and Salford towards Greater Manchester the relatively small contribution of Halton residents atmospheric pollution could be significant. The Local Plan sets out a strategic approach to managing air quality (reducing trip generation and maximising sustainable transport and low emission vehicles) in policies CS(R)15 and Policies C1 and C2. These will be expanded upon in the forthcoming Transport and Accessibility SPD and will reduce Halton’s contribution. However, it is also necessary that the contribution to atmospheric pollution of large schemes also requires project-level mitigation. Therefore large developments resulting in an increase of 20 Heavy Duty Vehicles per day or 100 Average Annual Daily Traffic on roads within 200m of the Manchester Mosses SAC, should provide a scheme-specific range of mitigation measures... The Local Plan HRA provides examples of the measures available to individual projects and developments.</p> <p>[New] <u>Halton Council has undertaken bird surveys<sup>76</sup> across multiple seasons (autumn, winter and spring) on the land parcels likely to be functionally linked land to the SPA and Ramsar. The data show that none of the residential site allocations supported significant proportions of the SPA bird populations. However, several fields close to the allocated sites were used by significant populations of SPA birds. Applications for development in proximity of potential supporting habitat will need to be supported by additional, timely, survey evidence.</u></p> <p>12.5. Smaller individual features can combine to establish a character and identity of an area. These elements, such as trees, hedgerows and water courses often provide recognisable boundaries to settlements help establish an identity of that area. These features should be protected as their loss, either individually or cumulatively, could have a potential impact on both the immediate and wider character of the landscape. Each of these natural assets contributes to part of the wider ecological network.</p>

<sup>76</sup> Avian Ecology (2020) Halton Non-Breeding Bird Survey



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			<p>12.6. Paragraph 8 of NPPF recognises that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, in line with wider Government policy set out in ‘Biodiversity 2020: A strategy for England’s wildlife and ecosystem services’ (2011). Other national policy for nature conservation is set out in paragraphs 170 to 177 of NPPF. This complements legal duties and requirements for nature conservation set out in a range of legislation including the Natural Environment and Rural Communities (NERC) Act 2006 and the Habitats Regulations 2010 (as amended).</p> <p>12.7. 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.</p> <p>12.8. Priority species are ‘species of principal importance’ for the conservation of biodiversity in England. The Council, together with other public bodies (such as the Environment Agency), has a duty under section 40 of the Natural Environment and Rural Communities (NERC) Act (2006) to conserve biodiversity when carrying out its normal functions, and this ‘biodiversity duty’ encompasses priority species.</p> <p>12.9. An Ecological Appraisal, which should be carried out by a suitably competent ecologist must support planning applications which affect sites of nature importance and / or priority habitats and species. The Ecological Appraisal must:</p> <ol style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>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;</li> <li>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.</li> <li>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</li> </ol>

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			<p>(NERC) 2006. (Merseyside Environmental Advisory Service may be able to provide further information to the applicant as the scheme progresses.)</p> <p>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.</p> <p>12.10. Development should be designed to ensure the health and future retention of existing trees, including veteran trees, and hedgerows are not compromised.</p> <p>12.11. The provision of landscaping can visually enhance an area and support local biodiversity. In considering any proposals, the Council will need to be satisfied that they have been informed by and taken into account the current Cheshire Biodiversity Action Plan and Priority Species and Habitat Action Plans and Halton's Landscape Character Assessment.</p> <p>12.12. The local authorities in the city region have worked together to prepare the Ecological Network as a joint evidence base and to help plan for biodiversity at a landscape-scale. The Liverpool City Region (LCR) Ecological Network draws together the evidence (for example, nature site designations and priority habitats) and indicates strategic priorities and opportunities in Halton and across the city region.</p> <p>12.13. <u>Section 40 of the Natural Environment and Rural Communities Act 2006 (NERC) places a duty on all Local Authorities to have regard to the conservation of biodiversity in its policy and decision making. The LCR Ecological Framework has been developed to support Local Planning and inform land management in the City Region and comprises ecological and biodiversity information on the City Region's natural assets. The LCR Ecological Framework identifies opportunities to enable better protection and management of those natural assets and at the same time, describes opportunities to create new natural assets.</u> The LCR Ecological Network includes a Core Biodiversity Area of designated nature and geological sites and priority habitats. It also includes linking networks and strategic and district priorities for habitat creation and enhancement. The strategic priorities are set out in sixteen Nature Improvement Focus Areas which together make up the LCR Nature Improvement Area.</p> <p>12.14. The local authorities in the City Region also continue to work together, and are committed, to helping manage visitor pressure on the internationally important designated sites. <u>Where appropriate, developer contributions will be sought on major developments in accordance with policy CS(R)1, CS(R)20 and HE1.</u></p>	
<b>MM038</b>	143 - 145	HE2	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;"><b>Policy HE2: Heritage Assets and the Historic Environment</b></td> </tr> </table>	<b>Policy HE2: Heritage Assets and the Historic Environment</b>
<b>Policy HE2: Heritage Assets and the Historic Environment</b>				

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		New Parts 1 – 7 to replace Parts 1 - 10	<p>1. In accordance with policy CS(R)20 the Borough's heritage assets will be conserved and enhanced with special regard had to their setting. The Council will apply a presumption in favour of the preservation and enhancement of heritage assets which are recognised as being of special historic, archaeological, architectural, landscape or cultural significance.</p> <p>2. These Heritage Assets include:</p> <ul style="list-style-type: none"> <li>a. Listed Buildings and Locally Listed buildings;</li> <li>b. Conservation Areas;</li> <li>c. Scheduled Ancient Monuments and Archaeological sites; and</li> <li>d. Other places, spaces, structures and features which may not be formally designated but are recognised as significant elements of Halton's heritage.</li> </ul> <p><b>Designated Heritage Assets</b></p> <p>3. Development of designated heritage assets and their settings must:</p> <ul style="list-style-type: none"> <li>a. Be based on an analysis of their significance and the impact of proposals upon that significance;</li> <li>b. Conserve, or where possible enhance, the asset or its setting;</li> <li>c. Ensure that significance of the asset is not compromised;</li> <li>d. Protect, or where appropriate, restore original or historic fabric;</li> <li>e. Enhance or better reveal the significance of assets;</li> <li>f. Take account of: <ul style="list-style-type: none"> <li>i. Topography, landscape, setting and natural features;</li> <li>ii. Existing townscapes, local landmarks, views and vistas;</li> <li>iii. The architecture of surrounding buildings;</li> <li>iv. The quality and nature of materials;</li> <li>v. Established layout and spatial character;</li> <li>vi. The scale, height, bulk and massing of adjacent townscape;</li> <li>vii. Architectural, historical and archaeological features and their settings; and</li> </ul> </li> </ul> <p>Be accompanied by a Heritage Statement.</p> <p>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:</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>a. <del>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;</del></p> <p>b. <del>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.</del></p> <p>c. <del>Ensure that the significance of the asset is not compromised;</del></p> <p>d. <del>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. Appropriately record the asset.</del></p> <p><b>Listed Buildings</b></p> <p>5. <del>Development proposals will be required to safeguard or enhance listed buildings.</del></p> <p>a. <del>The demolition of any listed building will only be permitted in exceptional circumstances, which outweigh the case for retention.</del></p> <p>b. <del>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. The rehabilitation, maintenance repair and enhancement of listed buildings will be encouraged.</del></p> <p>c. <del>The rehabilitation, maintenance repair and enhancement of listed buildings will be encouraged.</del></p> <p><b>Conservation Areas</b></p> <p>6. <del>Development within or affecting the setting of Conservation Areas as illustrated on the policies map must:</del></p> <p>a. <del>Retain and enhance characteristic features and detailing, and avoid the introduction of design and materials, that may undermine the significance of the Conservation Area;</del></p> <p>b. <del>Retain elements identified as contributing positively to, and seek to improve or replace elements identified as detracting from, the Conservation Area;</del></p> <p>c. <del>Ensure the significance of heritage assets is understood and conserved;</del></p> <p>d. <del>Avoid harm to any heritage asset. Proposals that may cause harm must be exceptional in relation to the significance of the asset, and be clearly and convincingly justified in line with national policy; and</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>e. Be supported by Conservation Area Appraisals, where appropriate, to help increase understanding and respect the significance, special character, context, appearance and historical importance.</p> <p><b>Scheduled Monuments</b></p> <p>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.</p> <p><b>Archaeology</b></p> <p>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.</p> <p>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.</p> <p><b>Non-designated Heritage Assets</b></p> <p>10. The Council will seek to conserve non-designated heritage assets including those on the future Halton Local List of buildings of architectural / historic interest and encourage their sympathetic maintenance and enhancement. Alterations or extensions to non-designated heritage assets will be expected to achieve a high standard of design.</p> <p>1. <b><u>Historic Environment</u></b></p> <p>In accordance with policy CS(R)20 the Council will support proposals that conserve and, where appropriate, enhance the Borough's historic environment, heritage assets and their settings, especially those identified as being at risk.</p> <p>2. <b><u>Designated Heritage Assets</u></b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>Development proposals affecting designated heritage assets (or an archaeological site of national importance) should conserve, and where possible enhance, the significance of the asset and its setting. The more important the asset, the greater the weight that will be given to its conservation.</u></p> <p><u>Harm to the significance of a designated heritage asset will only be permitted where the application meets the criteria set out in Para 194 of the National Planning Policy Framework 2021. Approval will be conditional upon the asset being fully recorded and the information submitted to the Local Planning Authority and the Historic Environment Record.</u></p> <p>3. <b><u>Heritage Statements and Heritage Impact Assessments</u></b></p> <p><u>All proposals affecting heritage assets should be accompanied by an analysis of the asset's significance, including the impact of proposals upon that significance, through a Heritage Statement or Heritage Impact Assessment. The level of detail should be proportionate to the asset's importance and sufficient to understand the potential impact of the proposal on their significance.</u></p> <p>4. <b><u>Conservation Areas</u></b></p> <p><u>Proposals that conserve or enhance the character or appearance of a Conservation Area, especially those elements which have been identified in a Conservation Area Appraisal as making a positive contribution to its significance, will be supported, subject to a balance of all other material considerations.</u></p> <p>5. <b><u>Archaeology</u></b></p> <p><u>Proposals affecting archaeological sites of less than national importance (or local significance) should conserve those elements which contribute to their significance in line with the importance of the remains. Where development affecting such sites is acceptable, any mitigation will be ensured</u></p>

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			<p><u>through preservation of the remains in situ as the preferred solution. Where in situ is not justified, the developer will be required to make adequate provision for excavation and recording before and during development. The findings should be submitted to the Local Planning Authority and deposited with the Historic Environment Record.</u></p> <p>6. <b><u>Non-designated heritage assets</u></b></p> <p><u>Proposals that conserve and enhance the significance of non-designated heritage assets will be supported, subject to a balance of all other material planning considerations.</u></p> <p><u>Alterations and extensions should be based on an accurate understanding of the significance of the asset including the structure. Proposals should respect the architectural character, and detailing of the original building including the use of appropriate materials and techniques.</u></p> <p><u>Partial or total-loss of a non-designated heritage asset will only be permitted where the benefits are considered sufficient to outweigh the harm. Where harm would be acceptable the following will be required:</u></p> <ul style="list-style-type: none"> <li>i. <u>An appropriate level of survey and recording which may also include an archaeological excavation;</u></li> <li>ii. <u>Provision or replacement of buildings of comparable quality and design;</u></li> <li>iii. <u>The salvage and reuse of special features within the replacement development;</u></li> </ul> <p>7. <b><u>Historic Environment</u></b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>In accordance with policy CS(R)20 the Council will support proposals that conserve and, where appropriate, enhance the Borough's historic environment, heritage assets and their settings, especially those identified as being at risk.</u></p>
MM038	146	12.22  New paragraph after 12.22	<p>12.22. A Heritage Statement is required <del>under paragraph 128</del> <u>in accordance with paragraph 194</u> of the NPPF (2021) and should accompany all applications that affect heritage assets.</p> <p>[New] <u>Site Allocations within the Halton Local Plan should take into account the Heritage Impact Assessments' [Halton's Site Allocations Heritage Impact Assessments] findings for the relevant site, and demonstrate that any negative impacts on the significance of designated and non-designated heritage assets and their settings have been avoided or otherwise minimised through the recommended site-specific mitigation measures</u></p>
MM039	147 - 148	HE3	<p><b>Policy HE3: Waterways and Waterfronts</b></p> <p>The natural habitat and setting of the waterways and associated banks will be protected and enhanced.</p> <p><del>Where appropriate public</del> <u>Public</u> access, continuous green infrastructure links, towpaths and heritage value along the waterfront <del>should</del> <u>shall</u> be maintained, improved and extended for the purposes of nature conservation, leisure, recreation, tourism, education and economic activity.</p> <ol style="list-style-type: none"> <li>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.</li> </ol> <p><b>Waterside Development</b></p> <ol style="list-style-type: none"> <li>Development alongside Halton's waterfronts should ensure that:</li> </ol>



Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>a. Public access to the waterway is improved, including for those with impaired mobility;</li> <li>b. Natural habitats are protected and enhanced;</li> <li>c. Habitat creation is considered throughout the design stage;</li> <li>d. Opportunities to connect identified habitats, species or features are taken;</li> <li>e. New development presents a public face to the waterway and is in keeping with local character in terms of scale, design and materials;</li> <li>f. Proposals contribute to environmental enhancements including lighting, signage and landscaping; and</li> <li>g. Proposals in the vicinity of Halton's waterfront take into account the potential for localised flooding.</li> </ul> <p>3. Proposals which reuse brownfield land and make a positive contribution to the character and appearance of the waterfront area will generally be supported.</p> <p>4. Proposals (where appropriate) for recreation and tourism involving Halton's waterways and waterfronts will generally be supported, particularly where they enhance the character and accessibility of waterfront areas and do not prejudice operational requirements.</p> <p>5. Proposals to develop the Manchester Ship Canal and its environs for recreation and tourism will be encouraged provided that they would not prejudice its operational requirements as a commercial waterway.</p> <p>6. Waterside development will not be permitted should it have an unacceptable effect on water quality or cause significant run-off.</p> <p>7. Developers (where appropriate) are encouraged consult the owners of any waterways for any works that might affect the integrity of the waterway or linkages (for instance to towpaths).</p> <p><b>Runcorn Locks</b></p> <p>8. The Council supports the reinstatement of the Runcorn Locks (as shown in the indicative alignment on the Policies Map) and as such will protect the alignment from inappropriate development.</p> <p><b>Coastal Change Management Areas</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>9. Proposals within or adjacent to Coastal Change Management Areas (as shown on the Policies Map) will be supported where the proposal requires a coastal location and:</p> <p>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</p> <p>b. The proposal is necessary for reasons of human health or public safety or for beneficial consequences of primary importance for nature conservation.</p>
MM039	149	New Paragraph after 12.33 & 12.34	<p>[New] <u>Coastal Change Management Areas (CCMAs) are defined in the National Planning Policy Framework as ‘An area identified in plans as likely to be affected by physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.’ CCMAs provide a useful mechanism to plan for adaptation where rates of shoreline change could occur and enables the effects of climate change to be fully considered. The CCMA area identified on the policies map is in accordance with paras 170 -173 of the NPPF (2021) and Draft North West Inshore and Offshore Marine Plan<sup>77</sup>.</u></p> <p>12.34 Opportunities to enhance the character and accessibility of waterfront areas should be taken <u>where appropriate.</u></p>
MM042	150 - 151	HE4 New paragraphs after 12.38  Part 1c & New Parts to replace Parts 2, 3	<p><b>HE4: Green Infrastructure and Greenspace</b></p> <p>12.38 Green Infrastructure is a network of multi-functional green spaces, urban and rural, which are capable of delivering a wide range of environmental, economic and quality of life benefits for local communities. Therefore Green Infrastructure is considered a key part of our infrastructure, similar to water, waste, transport and energy infrastructure.</p> <p>[New] <u>Recognising greenspace as an important land-use in its own right, the Plan seeks to ensure adequate provision in the Borough in terms of quantity, quality and distribution.</u></p>

<sup>77</sup> MMO (2020) Draft NW Inshore and Offshore Marine Plan

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			<p data-bbox="645 292 2033 379"><u>[New] The amenity value of greenspace is recognised as being wide ranging. Even where greenspaces are not publicly accessible, many of them are recognised as having an important visual, wildlife or structural role to play. They can also have economic significance, in enhancing the overall attractiveness of the Borough</u></p> <div data-bbox="656 443 1944 1335" style="border: 1px solid black; padding: 10px;"> <p data-bbox="667 451 1294 483"><b>Policy HE4: Green Infrastructure and Greenspace</b></p> <ol data-bbox="667 499 1933 1335" style="list-style-type: none"> <li data-bbox="667 499 1933 914">1. All development where appropriate will be expected to incorporate high quality green infrastructure that:               <ol style="list-style-type: none"> <li data-bbox="745 579 1798 627">a. Creates and/or enhances green infrastructure networks and provides links to green infrastructure assets;</li> <li data-bbox="745 643 1888 722">b. Addresses climate change and reduces the risk of flooding through the provision of sustainable urban drainage systems in accordance with policy HE9 where appropriate and measures to address surface water run off;</li> <li data-bbox="745 738 1910 786">c. Protects and enhances biodiversity and heritage assets <u>in accordance with policy HE1 where appropriate</u>;</li> <li data-bbox="745 802 1686 818">d. Encourages physical activity, enjoyment, education and social interaction;</li> <li data-bbox="745 834 1507 850">e. Improves access for pedestrians, cyclists and horse-riders;</li> <li data-bbox="745 866 1261 882">f. Encourages local food production; and</li> <li data-bbox="745 898 1888 914">g. Increases investors and visitors by enhancing the quality of the landscape and townscape.</li> </ol> </li> <li data-bbox="667 930 1933 1335">2. <del>Development within a designated, or proposed, Green Infrastructure asset (including Nature Conservation Sites, Greenspaces, the Greenway Network and LCR Ecological Networks), as defined on the Policies Map, will be permitted where:</del> <ol style="list-style-type: none"> <li data-bbox="779 1042 1843 1090">a. <del>it is ancillary to the enjoyment of the asset and does not compromise the integrity or potential value of the asset; or</del></li> <li data-bbox="779 1121 1933 1233">b. <del>the development does not compromise the integrity or potential value of the asset and it is of a scale, form, layout and design which respects the character of the Borough's green infrastructure network and it would maintain the linkages without compromising the integrity or potential value of the asset; or</del></li> <li data-bbox="779 1249 1485 1265">c. <del>the loss of the asset is appropriately compensated for.</del></li> <li data-bbox="779 1281 1910 1335">d. <del>it can be demonstrated that the loss of the asset does not detract from the Borough's ability to divert recreational pressure away from sensitive European designated sites and it does</del></li> </ol> </li> </ol> </div>

Ref	Page	Policy/ Paragraph	Main Modification
			<p style="text-align: center;"><del>not result in an effective increase in recreational pressure within the European designated sites</del></p> <p>3. <del>Appropriate compensation may include:</del></p> <ul style="list-style-type: none"> <li><del>a. Suitable replacement of the asset, in terms of size, linkages to the green infrastructure network, amenity value, quality and accessibility; or</del></li> <li><del>b. Improvement or enhancements that would raise the overall amenity value, quality, use and multi-functionality of the greenspace.</del></li> </ul> <p><del>Normally, these compensatory measures would be expected to be delivered as part of the proposed development, financial contributions would need to be justified.</del></p> <p>[New] <u>Proposals for the provision, enhancement and / or expansion of a green infrastructure and green space (including amenity greenspace, provision for Children and Young People, Parks and Gardens, Allotments &amp; Community Gardens and natural and semi natural open space) where there is an identified need in the local area will generally be supported.</u></p> <p>[New] <u>Development within designated or Proposed Green Infrastructure and Green Space identified on the Policies Map where the Council's adopted provision standards under Policy RD4 and CS(R)21 apply will be permitted where:</u></p> <ul style="list-style-type: none"> <li>a) <u>it is ancillary to the enjoyment of the green infrastructure and greenspace and does not compromise the integrity or value of the area;</u></li> <li>b) <u>any ancillary facilities such as pavilions, car parking, fencing or lighting must be of a suitable layout, high standard of design, of an appropriate material; and</u></li> <li>c) <u>the location of such ancillary facilities must be well related and sensitive to the topography, character, uses of the surrounding area and, where appropriate the openness of the Green Belt.</u></li> </ul> <p>[New] <u>Development that would result in the loss of existing green infrastructure and green space identified on the Policies Map will only be permitted where the following criteria can be met:</u></p> <ul style="list-style-type: none"> <li>I. <u>It can be demonstrated that the green infrastructure and green space is surplus to requirements against the Council's standards in accordance with policy RD4 and CS(R)21, and the proposed loss will not result in a likely shortfall during the plan period; or a</u></li> </ul>

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			<p>II. <u>Replacement green infrastructure and green space is provided of equivalent or better provision in terms of quality and quantity, and in a suitable location to meet the needs of users of the existing green infrastructure and green space.</u></p> <p>III. <u>It must be demonstrated that the loss of the green Infrastructure and green space under criteria i. or ii. does not detract from the Borough's ability to divert recreational pressure away from sensitive European designated sites and does not result in an effective increase in recreational pressure within the European designated sites.</u></p> <p>4. The Council will normally support opportunities to add to the green infrastructure network, particularly through partnership and cross boundary working.</p> <p>[New] <u>The requirements for formal indoor and outdoor sports provision are contained within policy HE6.</u></p>
MM042	151	12.41 New paragraphs after 12.41	<p>12.41 For the purposes of Halton's Local Plan, Green Infrastructure and Greenspace covered under Policy HE4 is defined as:</p> <p>a. Parks and Gardens – including parks, sub-regional and regional parks</p> <p>b. Amenity Green Space – including informal recreation spaces, greenspaces in and around housing</p> <p>c. <del>Outdoor Sports Facilities – including formal playing fields, golf courses and other outdoor sports areas</del></p> <p>d. Natural and semi-natural Greenspaces – including woodlands, scrub, grassland, heath or moor, wetlands, open and running water and bare rock habitats</p> <p>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</p> <p>f. Other – including agricultural land, allotments, community gardens, cemeteries and church yards</p> <p>[New] <u>Publicly accessible Greenspace has a vital role to play in helping to promote more healthy lifestyles</u></p> <p>[New] <u>Greenspace, such as parks, woodland, fields and allotments as well as natural elements including green walls, roofs and incidental vegetation, are increasingly being recognised as an important asset for supporting health and wellbeing. This 'natural capital' can help address local issues, including improving health and wellbeing.</u></p>

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			<p><u>managing health and social care costs, reducing health inequalities, improving social cohesion and taking positive action to address climate change.</u></p> <p>[New] <u>Evidence shows that living in a greener environment can promote and protect good health, and aid in recovery from illness and help with managing poor health. People who have greater exposure to greenspace have a range of more favourable physiological outcomes .</u></p> <p>[New] <u>Greener environments are also associated with better mental health and wellbeing outcomes including reduced levels of depression, anxiety, and fatigue, and enhanced quality of life for both children and adults. Greenspace can help to bind communities together, reduce loneliness, and mitigate the negative effects of air pollution, excessive noise, heat and flooding. Evidence also indicates that access to and use of green spaces are associated with a range of positive health outcomes that can help reduce inequalities in health. These include improvements in mental health, length of life, circulatory health, lower BMI scores and greater physical activity levels. Access to good quality, safe and local green spaces can contribute to local and national measures to reduce health inequalities and promote healthy and active lifestyles.</u></p>
MM043	152 - 153	HE5 Parts 3,4,6,7,8	<div style="border: 1px solid black; padding: 10px;"> <p><b>Policy HE5: Trees and Landscaping</b></p> <p><b>Woodlands, Trees and Hedgerows</b></p> <ol style="list-style-type: none"> <li>1. Tree Survey information must be submitted with all planning applications where trees are present on site and in some cases where trees are present on adjacent sites. The Survey should include information in relation to protection, mitigation and management measures.</li> <li>2. Planning permission will not normally be permitted where the proposal adversely effects trees, woodlands and hedgerows which are:</li> </ol> </div>

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			<ul style="list-style-type: none"> <li>a. Protected by a Tree Preservation Order (TPO);</li> <li>b. Ancient woodlands or veteran trees;</li> <li>c. In a Conservation Area; or</li> <li>d. Within a recognised Nature Conservation Asset<sup>78</sup>.</li> </ul> <p>3. There will be a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover <u>of arboricultural, landscape and/or visual amenity value</u> on site.</p> <p>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 <u>in accordance with policy HE1</u>.</p> <p><b>Landscaping</b></p> <p>5. All development will be required to conserve and where appropriate enhance the character and quality of the local landscape.</p> <p>6. Development proposals will be required, <u>where appropriate</u> to include hard and soft landscaping that:</p> <ul style="list-style-type: none"> <li>a. reflects the character of the area through appropriate design and management;</li> <li>b. is well laid out and maintainable to ensure that suitable living conditions are achieved for future occupiers and neighbours in terms of access, car parking and road safety;</li> <li>c. achieves a suitable visual setting for the development;</li> <li>d. provides sufficient space for new, or existing, trees and planting to grow;</li> <li>e. supports biodiversity,</li> <li>f. where appropriate, provides suitable and appropriate mitigation for the restoration of damaged landscape areas; and</li> <li>g. includes hard and soft landscaping such as permeable surfaces.</li> </ul>

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			<p>7. <del>Ornamental hedge planting will be of appropriate species for the location, planted with sufficient room and to mature over time.</del></p> <p>8. <del>Appropriate tree species should be chosen as not to shed fruit onto any adjacent highway areas, additionally no deep rooted or high water demand trees or shrubs should be planted in or adjacent to the highway to mitigate risk of root invasion of damage caused to infrastructure. Trees proposed to be planted in or adjacent to the highway or service strips should not include deep rooted or high water demand species liable to cause damage to infrastructure through root invasion. In addition species should be chosen to as not to shed fruit onto the highway.</del></p>
	153	12.45	<p>12.45 The Government's Forestry and Woodlands Policy Statement 2013 states that 'the protection of the UK's trees, woods and forests, especially ancient woodland is a top priority' and 'new <b>and</b> better managed woodland also has a role in making our rural and urban landscapes more resilient to the effects of climate change'. Therefore, the Council will operate a presumption in favour of retaining and enhancing all existing tree, woodlands and hedgerow cover. Where there is an unavoidable loss of trees, woodlands and/or hedgerows, the Council will encourage a replacement, ideally to be located on site or in the vicinity of the site or local area. Where this is not possible it will be sought for off-site provision to be located where the Council sees fit. <u>Ornamental hedge planting will be of appropriate species for the location, planted with sufficient room and to mature over time</u> The type of tree, woodland and/or hedgerow to be provided will be decided in discussion with the Council and trees will be expected to be of semi-maturity. Where the proposal affects ancient woodland or veteran trees the Council will follow the Standing Advice from Natural England.</p>
<b>MM044</b>	155 - 156	HE6	<b>HE6: Greenspace and Outdoor and Indoor Sports Provision</b>

<sup>78</sup> Including but not limited to Ramsar sites, Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Local Wildlife Sites (LWSs), Local Geological Sites (LGSs), Priority Habitats and Core Biodiversity Areas identified in the LCR Ecological Network.



Ref	Page	Policy/ Paragraph	Main Modification
		<p>12.56</p> <p>New Parts 1 – 6 to replace Parts 1 - 4</p>	<p>12.56 The Council's last Playing Pitch Strategy was completed in 2013<sup>79</sup>. <del>The Council is reconvening the Partnership to oversee an update that will be commissioned in 2019. The Council has worked in partnership with Sport England and sport governing bodies to oversee an update that was completed in 2020.</del></p> <div style="border: 1px solid black; padding: 10px;"> <p><b>Policy HE6: Greenspace and Outdoor and Indoor Sports Provision</b></p> <ol style="list-style-type: none"> <li>1. <del>Proposals for the provision, enhancement and / or expansion of amenity or recreational Greenspace (including outdoor sports facilities, amenity greenspace, provision for Children and Young People, Parks and Gardens, Allotments &amp; Community Gardens) will generally be supported.</del></li> <li>2. <del>Any ancillary facilities such as club houses, changing facilities, car parking, fencing or lighting must be of a high standard of design, of an appropriate material and must be of a suitable layout. The location of such facilities must be well related and sensitive to the topography, character, uses of the surrounding area and, where appropriate, the openness of the Green Belt.</del></li> <li>3. <del>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:</del> <ol style="list-style-type: none"> <li>a. <del>It can be demonstrated that the Greenspace or outdoor sports facilities is surplus to requirements against the Council standards in accordance with policy RD4 and CS(R)21, and the proposed loss will not result in a likely shortfall during the plan period; or a</del></li> <li>b. <del>Replacement Greenspace or outdoor sports facilities are provided of at least equivalent quality and quantity, and in a suitable location to meet the needs of users of the existing Greenspace or outdoor sports facility; and in all cases</del></li> <li>c. <del>The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area.</del></li> </ol> </li> <li>4. <del>Standards for Outdoor Sports Facilities and Playing Pitches will be set out in the latest Playing Pitch Strategy, and will be taken into consideration when assessing development proposals for sport and recreation facilities.</del></li> </ol> </div>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>1. <u>To help meet identified needs for sport and recreation, as set out in the most up to date evidence base, development affecting indoor and outdoor sports facilities will be supported where it meets Local Plan policy CS(R)21 and RD4.</u></p> <p><b><u>Protection and Enhancement</u></b></p> <p>2. <u>The Council will not permit development likely to result in an unacceptable loss of existing sport or recreation facilities for non-recreation purposes unless it can be demonstrated:</u></p> <p>a. <u>that the development is ancillary to the sport and recreation use and does not reduce the overall recreation function of the site;</u></p> <p>b. <u>that replacement sport and recreation provision of at least the same or better quantity and quality and in a suitable location to meet the needs of the existing sport and recreation facilities;</u> or</p> <p>c. <u>that the site/facility is surplus to recreational requirements and is not capable of helping to meet any of Halton’s identified needs.</u></p> <p>3. <u>This policy applies to all existing sites and facilities that have a recreation use or value, irrespective of whether they are owned or managed by the public, private or voluntary sectors. All facilities shall be designed to serve other green infrastructure functions (in accordance with Policy CS(R)21 and HE4) wherever possible, linking into the wider green infrastructure network.</u></p> <p>4. <u>Developer contributions will be required to enhance existing provision of playing pitches, based on additional demand generated by the new residential development and the sufficiency of existing provision to meet current and projected need and new development in accordance with policy RD4. Where it is agreed by the Council that on-site pitch provision is appropriate to meet identified demand, the applicant is required to provide the new pitch(es) and make provision for its management and maintenance in perpetuity, and clarify these arrangements within a management plan to be agreed by the Council.</u></p> <p><b><u>New Development</u></b></p> <p>5. <u>Provision of new indoor and outdoor sport facilities will be supported in line with the priorities of the Council’s up to date Playing Pitch Strategy and Indoor Sport facilities Strategy subject to relevant development plan policies.</u></p>
			<p><b><u>Lapsed and disused sites</u></b></p>
<p><sup>79</sup> Completed in-house by HBC as a Pilot for Sports England’s then new methodology. Results not endorsed by Sport England.</p>			

Ref	Page	Policy/ Paragraph	Main Modification
			<p>6. <u>Where the loss of a disused or lapsed playing field site is proposed the following priority order of options will be used in addition to the recommendations set out in Halton's up to date playing pitch strategy:</u></p> <ul style="list-style-type: none"> <li>a) <u>Explore the feasibility of bringing the site back into use which may show either:</u> <ul style="list-style-type: none"> <li>i. <u>The site can be brought back into sustainable use where funding is available and use is secured by the council and the relevant sport national governing body and/or community groups; or</u></li> <li>ii. <u>The site is not in a sustainable location and in which case no amount of money will make it desirable. In this case criteria 6b or 6c will be applicable.</u></li> </ul> </li> <li>b) <u>The site could become another type of recreation facility or greenspace to meet a need identified in Halton's latest open space evidence base; or</u></li> <li>c) <u>Redevelop the site for an alternative use with an appropriate proportion of the capital receipt to be invested in existing recreation facilities in the locality.</u></li> </ul>
<b>MM044</b>	156	12.59	<p>12.59 When considering proposals for the provision, enhancement and / or expansion of <del>amenity or recreational greenspace or an indoor sports facility</del> facilities or an outdoor sports facility the following considerations will be taken into account:</p> <ul style="list-style-type: none"> <li>I. The benefit of the proposal to sport and how it meets the sporting needs of the area;</li> <li>II. Good design, which ensure that any facility is fit for purpose; and</li> <li>III. The benefit to sport of maximising the use of existing provision by enhancing ancillary facilities.</li> </ul>
<b>MM045</b>	157 - 158	HE7 Part 3	<div style="border: 1px solid black; padding: 5px;"> <p><b>Policy HE7: Pollution and Nuisance</b></p> </div>

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			<p>1. Where applications for development identify risks that would negatively impacting on the quality of the environment through:</p> <ul style="list-style-type: none"> <li>a. air pollution;</li> <li>b. noise nuisance;</li> <li>c. odour nuisance;</li> <li>d. light pollution and nuisance;</li> <li>e. land and soil contamination;</li> <li>f. water pollution; and</li> <li>g. other forms of pollution and nuisance,</li> </ul> <p>must be accompanied by an appropriate impact assessment and, where necessary, demonstrate that mitigation measures have been incorporated through a mitigation scheme.</p> <p>2. Where risks for pollution and nuisance are identified, planning permission will be granted for development providing:</p> <ul style="list-style-type: none"> <li>a. The level of air borne pollutants caused by the proposed development does not exceed statutory guidelines, unless appropriate mitigation measures are agreed.</li> <li>b. Noise nuisance is not likely to cause a significant increase in ambient noise levels for either day or night time conditions.</li> <li>c. Odour which can be detected beyond the boundary of the site and that is detrimental to neighbouring and / or local amenity is kept to a practical minimum.</li> <li>d. External lighting proposals avoid unnecessary light pollution beyond the specific area intended to be lit.</li> <li>e. Appropriate pollution control measures are incorporated where necessary to protect both ground and surface waters.</li> </ul>

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			<p>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:</p> <ul style="list-style-type: none"> <li>a. health;</li> <li>b. public safety;</li> <li>c. quality standards;</li> <li>d. visual obtrusion;</li> <li>e. the natural environment;</li> </ul> <p>[New] <u>national and international designated nature conservation sites</u></p> <ul style="list-style-type: none"> <li>f. general amenity; and</li> <li>g. proposed land allocations shown on the Policies Map</li> </ul> <p>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.</p> <p><b>Air Quality Management Area (AQMA)</b></p> <p>5. Development should contribute to the reduction in air pollutants as specified by an AQMA.</p> <p>6. Development will not be permitted where:</p> <ul style="list-style-type: none"> <li>a. It could result in the designation of a new AQMA; or</li> <li>b. It would conflict with the proposals in the Plan or Strategy for the AQMA.</li> </ul>
<b>MM045</b>	158	12.65	<p><del>12.65 — Developments likely to generate 20+ HGV visits or 100 car journeys per day on the M62 between Junctions 11 and 12 (past Manchester Mosses SAC) will need to mitigate the effects on nationally designated sites as set out in policy HE1. Developments likely to exceed the Councils thresholds for Transport Assessments will need to mitigate the effects on internationally designated sites (Manchester Mosses SAC) as set out in</del></p>

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			<p><u>policy HE1 through consideration of additional pollution reduction measures outlined in paragraph 5.112 of Local Plan Habitats Regulations Assessment.</u></p>
<b>MM046</b>	159 - 160	HE8 Part 2	<div style="border: 1px solid black; padding: 10px;"> <p><b>Policy HE8: Land Contamination</b></p> <ol style="list-style-type: none"> <li>1. An applicant proposing development on, or near a site, where contamination may potentially exist, should carry out sufficient investigation, so as to establish the nature, extent and significance of the contamination and should have regard to:               <ol style="list-style-type: none"> <li>a. Findings of a preliminary land contamination risk assessment (including a desk study, site reconnaissance, conceptual model and initial assessment of risk);</li> <li>b. Compatibility of the intended use with condition of land;</li> <li>c. The environment sensitivity of the site; and</li> <li>d. After-care measures where appropriate should include details of a programme of implementation.</li> </ol> <p>Results of this investigation should be submitted to the Council as part of the planning application.</p> </li> <li>2. Development will not be permitted unless practicable and effective remediation measures are taken to treat, contain or control any contamination so as not to:               <ol style="list-style-type: none"> <li>a. Cause contamination of the soil or sub-soil;</li> <li>b. Expose the occupiers of the development and neighbouring land uses, including in the case of housing, the users of gardens, to unacceptable risk;</li> <li>c. Threaten the structural integrity of any building built, or to be built on or adjoining the site;</li> <li>d. Lead to contamination of any watercourse, water body or aquifer;</li> <li>e. Cause the contamination of adjoining land, or allow such contamination to continue;</li> </ol> </li> </ol> </div>

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			<p>f. Have an adverse effect upon natural habitats and ecosystems;</p> <p>[New] <u>Have an adverse effect upon National and international designated nature conservation sites;</u></p> <p>g. Have an adverse effect upon protection of heritage assets, above or below ground.</p> <p>4. Where possible, contamination should be treated on site utilising sustainable remediation technologies.</p> <p>5. Any permission for development will require that the remedial measures explain how and when they will be implemented and any arrangements for monitoring the effectiveness of the required actions. The minimum standards for remediation is that the land should not be capable of being determined as Contaminated Land as defined by Part 2A of the Environmental Protection Act 1990. Requirement to undertake work associated with contaminated land will be controlled by either planning conditions or where necessary by planning obligations.</p>
<b>MM046</b>	160	HE8 New Paragraph after 12.67.	<p>[New] <u>'Contaminated Land (England) Regulations 2006' consolidated the provisions of the Contaminated Land (England) Regulations 2000 (S.I. 2000/227) and the Contaminated Land (England) (Amendment) Regulations 2001 (SI 2001/663) and the 'Contaminated Land (England) (Amendment) Regulations 2012' which included an amendment to reg. 3 (pollution of controlled waters) in which contaminated land affecting controlled waters is required to be designated as a special site.</u></p>
<b>MM047</b>	161 - 163	HE9 Parts 1,3, 11,14,16	<p><b>Policy HE9: Water Management and Flood Risk</b></p> <p><b>Flood Risk and Management</b></p> <p>1. Development will only be permitted where it would not be subject to unacceptable<sup>80</sup> risk of flooding from all sources; and would not unacceptably exacerbate risk of flooding elsewhere. Where it is practicable existing flood risks should be reduced.</p> <p>a. <b>Within Flood Zone 3b</b></p> <p>i. New development will not be permitted, unless in exceptional circumstances such as for essential infrastructure or where development is water compatible.</p>

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			<ul style="list-style-type: none"> <li data-bbox="824 293 1912 379">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.</li> <li data-bbox="745 403 1267 427">b. <b>Within Flood Zone 2, and 3a and 3b</b> <ul style="list-style-type: none"> <li data-bbox="831 435 1850 491">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</li> <li data-bbox="831 499 1861 555">ii. If development is permitted within these zones, floor levels of development should be situated above the 1% (1 in 100 yrs) event levels (adjusted for climate change)</li> <li data-bbox="831 563 1357 587">iii. A Flood Risk Assessment will be required.</li> </ul> </li> <li data-bbox="745 611 1070 635">c. <b>Within Flood Zone 1</b> <ul style="list-style-type: none"> <li data-bbox="824 643 1637 667">A Flood Risk Assessment will be required for development proposals;</li> <li data-bbox="831 691 1043 715">i. of 1ha or more</li> <li data-bbox="831 738 1899 850">ii. <u>Less than 1 ha in flood zone 1, including a change of use in development type to a more vulnerable class (for example from commercial to residential), where they could be affected by sources of flooding other than rivers and the sea (for example surface water drains, reservoirs).</u></li> <li data-bbox="831 874 1854 930">iii. <u>In an area within flood zone 1 which has critical drainage problems as notified by the Environment Agency</u></li> </ul> </li> <li data-bbox="674 954 1912 1042">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.</li> <li data-bbox="674 1066 1912 1153">3. Within sites at risk of flooding the most vulnerable parts of proposed development should be located in areas of lowest risk <u>from all sources of flood risk</u> unless there are overriding reasons to prefer different locations.</li> <li data-bbox="674 1177 1861 1265">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.</li> </ul>

<sup>80</sup> NPPF Annex 3: Flood risk vulnerability classification



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			<p>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.</p> <p>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.</p> <p><b>Flood Water Storage</b></p> <p>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.</p> <p>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.</p> <p><b>Sustainable Drainage</b></p> <p>9. All development proposals must demonstrate how they will manage surface water run-off as close to its source as possible.</p> <p>10. Consideration will be given to the following drainage hierarchy:</p> <ol style="list-style-type: none"> <li>a. store rainwater for later use;</li> <li>b. maintain the sites natural discharge process;</li> <li>c. use infiltration techniques, such as porous surfaces in non-clay areas;</li> <li>d. attenuate rainwater in ponds or open water features for gradual release to a watercourse;</li> <li>e. attenuate rainwater by storing in tanks or sealed water features for gradual release to a watercourse;</li> </ol> <p>11. Where detailed evidence demonstrates that the above measures are not feasible or would directly <del>effect</del> <u>prejudice</u> viability then surface water should be discharged in the following order of priority:</p> <ol style="list-style-type: none"> <li>a. An adequate soakaway or some other form of infiltration system.</li> <li>b. An attenuated discharge to watercourse.</li> <li>c. An attenuated discharge to public surface water sewer.</li> <li>d. An attenuated discharge to public combined sewer. Applicants wishing to discharge to public sewer will need to submit clear evidence demonstrating why alternative options are not available.</li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>12. Surface water drainage systems should be designed to ensure no flooding to property in the appropriate 1 in 100 year event, including appropriate allowance for climate change. Downstream capacity and flood risk, including condition of watercourses should be given appropriate consideration.</p> <p>13. There is a general presumption against the use of treatments that do not take a sustainable approach to drainage in domestic gardens and Greenspace.</p> <p>14. <del>Development on greenfield sites should maintain discharge run-off at greenfield levels. Development on brownfield, or mixed, sites of 10 or more homes or 1,000 sqm of non-residential floorspace, or with a site area of 1 Ha. or greater should provide sustainable drainage that reduces discharge run-off rates by a minimum of 50% and where practical to green field levels. Within critical drainage areas all development must reduce discharge run-off rates by a minimum of 50%.</del></p> <p>15. The sustainable drainage system should treat any discharge at source to avoid pollutants being discharged into watercourses, surface drains or combined sewers.</p> <p><b>Protecting Water Resources</b></p> <p>16. Water resources and supplies will be protected by resisting development proposals that would pose an unacceptable threat to <del>surface water and groundwater quantity and quality</del>, <u>identified by United Utilities for surface and ground water quality and quantity especially within Source Protection Zones identified by the environment agency and used for public water supply.</u></p> <p><b>Water Management</b></p> <p>17. New development will need to ensure that there is adequate water supply, surface water, foul drainage and sewerage or waste water treatment capacity to serve the development.</p> <p>18. The development or expansion of water supply or waste water facilities will normally be permitted, either where needed to serve existing or proposed development, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land-use or environmental impact.</p>
<b>MM047</b>	163	12.1	12.1. 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 <u>more</u>

Ref	Page	Policy/ Paragraph	Main Modification
		New Paragraph after 12.3	<p><u>vulnerable</u> development away from areas at highest risk or where development is necessary, making it safe without increasing flood risk elsewhere. Areas can be mapped according to the level of flood risk:</p> <ul style="list-style-type: none"> <li>• Zone 1 (Low probability – less than a 1 in 1000 annual probability of flood)</li> <li>• Zone 2 (Medium probability – between a 1 in 100 and a 1 in 1000 probability)</li> <li>• Zone 3a (High probability – a 1 in 100 or greater probability)</li> <li>• Zone 3b (Functional floodplain – area providing flood storage)</li> </ul> <p>[New] <u>Development on greenfield sites should maintain discharge run-off at greenfield levels. Development on brownfield, or mixed, sites of 10 or more homes or 1,000 sqm of non-residential floorspace, or with a site area of 1 Ha. or greater should provide sustainable drainage that reduces discharge run-off rates by a minimum of 50% and where practical to green field levels. Within critical drainage areas all development must reduce discharge run-off rates by a minimum of 50%.</u></p>
MM048	165	HE10 Parts 1, 2	<div style="border: 1px solid black; padding: 10px;"> <p><b>Policy HE10: Minerals Safeguarding Areas</b></p> <p>1. Mineral Safeguarding Areas and Minerals Areas of Search have been identified and are defined in the accompanying policies map in the following locations</p> <p><u>Mineral Safeguarding Area Locations</u></p> <ul style="list-style-type: none"> <li>a. Warrington Road and Haddocks Wood, Runcorn</li> <li>b. Cholmondeley Road, Clifton, Runcorn</li> </ul> <p><u>Mineral Area of Search Locations</u></p> <ul style="list-style-type: none"> <li>i. <u>Land adjacent to Little Manor Farm and north of the M56, Sumner Lane, Preston on the Hill, Runcorn.</u></li> <li>ii. <u>Bold Heath</u></li> </ul> </div>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>2. Within Mineral Safeguarding Areas, as shown on the Policies Map, <del>planning permission</del> will be protected from sterilisation by other forms of development, unless the applicant makes provision for the prior extraction of the mineral. Planning permission for other development that would result in the direct or indirect sterilisation of the identified mineral resources in a defined MSA will not be permitted unless:</p> <ul style="list-style-type: none"> <li>a. it is demonstrated by way of a minerals assessment (MA) that the resource is not of economic value; or</li> <li>b. the mineral can be extracted without unacceptable community or environmental impacts prior to the development taking place; or</li> <li>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</li> <li>d. there is an overriding need for the development that outweighs the need for the mineral.</li> </ul> <p>Sites for aggregates will be safeguarded from development that could adversely affect their operation. Planning permission will be resisted unless it can be clearly demonstrated that there will be no incompatibility between the two uses or that adequate controls can be implemented to ensure this to be the case.</p>

Ref	Page	Policy/ Paragraph	Main Modification
MM049	166 - 168	HE11 Part 7b	<p data-bbox="667 341 1285 368"><b>Policy HE11: Subterranean Resource Extraction</b></p> <ol style="list-style-type: none"> <li data-bbox="667 496 1935 555">1. In line with Policy CS(R)25, to minimise the need for the extraction of minerals and other earth bound resources, the use of recycled and secondary aggregates across the Borough will be encouraged.</li> <li data-bbox="667 571 1935 756">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.</li> <li data-bbox="667 820 1935 1331">3. Proposals will be assessed with regard to the extent to which they meet all of the following criteria: <ol style="list-style-type: none"> <li data-bbox="748 916 1868 970">a) Sites and associated facilities being located to minimise impacts on the environment and communities.</li> <li data-bbox="748 995 1711 1018">b) Developments to be located outside Protected Groundwater Source Areas.</li> <li data-bbox="748 1043 1935 1098">c) There being no unacceptable adverse impacts (in terms of quantity and quality) upon sensitive water receptors including groundwater, water bodies and wetland habitats.</li> <li data-bbox="748 1123 1845 1177">d) All other environmental and amenity impacts being mitigated to ensure that there is no unacceptable adverse impact on the local environment or communities.</li> <li data-bbox="748 1203 1800 1225">e) Exploration and appraisal operations being for an agreed, temporary length of time.</li> <li data-bbox="748 1251 1890 1331">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</li> </ol> </li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>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.</p> <p>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.</p> <p><b>Aggregate Minerals</b></p> <p>5. Development for the extraction of aggregate minerals, regard will be given to all of the following;</p> <p>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</p> <p>b. The need to maintain a land bank of reserves with permissions within the sub-regional area.</p> <p><b>Restoration and Aftercare</b></p> <p>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:</p> <p>a. Details of the final restoration scheme and the proposed future land use;</p> <p>b. Details of the timescales for completion of the restoration scheme; and</p> <p>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.</p> <p>7. In defining the future land use for the site, the Council will expect the restoration to:</p> <p>a. Take into account the pre-working character of the site and its landscape;</p> <p>b. Provide <u>where appropriate</u> for the enhancement of the:</p> <p>i. quality of the landscape;</p> <p>ii. green infrastructure network;</p> <p>iii. biodiversity assets and habitats;</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>iv. local environment;</li> <li>v. ecological value of the site; and/or</li> <li>vi. the setting of historic assets; and</li> <li>vii. to the benefit of the local or wider community;</li> </ul> <p>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.</p> <p>8. Where appropriate, proposals for the exploration, appraisal, and production of minerals and all other subterranean resources will be required to be subject to a programme of aftercare management for a period of five years from restoration. An extension of the period of aftercare beyond 5 years should be considered where this is necessary to enable reclamation objectives to be met. Schemes will be required to provide for the highest practicable aftercare standards and the Council will require an outline scheme to be submitted as part of the initial planning application.</p>
MM050	170	GR1 Parts 1, 4	<p><b>Policy GR1: Design of Development</b></p> <ul style="list-style-type: none"> <li>1. The design of all development must be of an appropriate high quality, and must demonstrate that it is based upon the following principles: <ul style="list-style-type: none"> <li>a. A clear understanding of the characteristics of the site, its wider context and the surrounding area;</li> </ul> </li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>b. Efficient and effective use of the site; and</li> <li>c. The creation of visually attractive places that are well integrated with the surrounding buildings, streets and landscapes.</li> </ul> <p>2. The Council will consider each of the following elements in determining whether the design is appropriate:</p> <ul style="list-style-type: none"> <li>a. Local architecture and character;</li> <li>b. Siting, layout, scale, height, proportion, form, grouping and massing;</li> <li>c. Topography and site levels;</li> <li>d. Orientation and appearance ;</li> <li>e. Materials, landscaping and green infrastructure;</li> <li>f. The relationship to neighbouring properties and street scene; and</li> <li>g. Reducing the fear of crime by promoting safe and connected environments</li> </ul> <p>3. Development proposals should make a positive contribution to their surroundings and ensure they contribute to the creation of a high quality public realm that enhances conditions for pedestrians and cyclists. Development must where appropriate:</p> <ul style="list-style-type: none"> <li>a. Provide welcoming routes that are easy to use, well-lit and overlooked;</li> <li>b. Create well-defined streets and spaces;</li> <li>c. Where buildings are located on corners, ensure that they present a strong and active frontage to both aspects of the corner, and that the corners of the buildings themselves clearly define the corner in the streetscape;</li> <li>d. Integrate car parking and servicing so as not to dominate the street scene;</li> <li>e. Avoid detrimental impacts on existing infrastructure and natural features; and</li> <li>f. Provide linkages to the wider neighbourhood.</li> </ul>



Ref	Page	Policy/ Paragraph	Main Modification
			<p>4. All major<sup>81</sup> development proposals involving the construction of new buildings must demonstrate how sustainable design and construction methods will be incorporated to achieve resource efficiency and resilience to climate change in accordance with CS(R)19 <u>taking into account the site specific viability of the development, where appropriate.</u></p>
<b>MM050</b>	171	13.4	<p>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 <u>National Design Guide, National Model Design Code and the Design of Residential Development SPD and the Design for Industrial and Commercial Development SPD.</u></p>
<b>MM051</b>	172	GR2 Parts 1a,1c	<p><b>Policy GR2: Amenity</b></p> <p>1. All new development must be sited, designed and laid out to:</p> <p>a. Avoid detriment to the living environment of existing or planned residential properties <u>and to ensure a high standard of amenity for existing and future users;</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>b. Ensure that existing or planned residential development achieve and maintain the expected levels of privacy and outlook;</li> <li>c. Retain the character of existing buildings and spaces <u>creating places that are safe, inclusive and accessible, promoting health and wellbeing</u>;</li> <li>d. Ensure that appropriate storage space is provided, in particular for waste and recycling; and</li> <li>e. Provide and maintain safe highway conditions for pedestrians, cyclists and motor vehicles, including ensuring there is appropriate parking, access and servicing.</li> </ul> <p>2. In addition all new residential development must:</p> <ul style="list-style-type: none"> <li>a. Consider the orientation and design of buildings to maximise daylight and sunlight; and</li> <li>b. Ensure that adequate amenity space is provided.</li> </ul> <p>3. Development must not prejudice the planned development of a larger site or area for which comprehensive proposals have been approved or are in preparation. A development proposal will be supported if, through its design and layout, it does not:</p> <ul style="list-style-type: none"> <li>a. preclude the development of adjoining land with longer term potential;</li> <li>b. lead to unacceptable piecemeal forms of development;</li> <li>c. seek to avoid planning contributions by limiting the size of the development to avoid relevant thresholds.</li> </ul> <p>4. The redevelopment of residential areas will be supported where it would improve amenity, quality and the local environment.</p>
<b>MM052</b>	173 - 174	GR3 Parts 2, 3	<p><b>Policy GR3: Boundary Fences and Walls</b></p> <p>1. <del>Boundary fences and walls that require planning permission will be required to be:</del></p>

<sup>81</sup> As defined in the Glossary

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>a. visually attractive;</li> <li>b. constructed of high quality and durable materials; and</li> <li>c. appropriate to the character and appearance of the area in which they are located.</li> </ul> <p>2. <u>No fence or wall structures above 1 metre in height that require planning permission adjacent to a highway will be permitted, unless overriding security, highways safety or other such circumstances are satisfactorily demonstrated.</u> <del>Where fences or walls are to be erected forward of the established 'building lines' or in areas that are particularly open, no structures above 1 metre in height will be permitted, unless overriding security, highway safety or other such circumstances are satisfactorily demonstrated.</del></p> <p>3. <del>Unless special circumstances exist, fences or walls above 2 metres in height will not be permitted in any location.</del></p>
MM052	174	New paragraph after 13.14	<p>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.</p> <p>[New] <u>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. Unless special circumstances exist, fences or walls above 2 metres in height will not be permitted in any location.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
MM053	176 - 177	GR5 Parts 3, 9	<p data-bbox="667 347 1281 376"><b>Policy GR5: Renewable and Low Carbon Energy</b></p> <ol style="list-style-type: none"> <li data-bbox="674 499 1984 560">1. Development proposals for renewable energy developments will need to take into account, and minimise where appropriate, the potential environmental effects of the development on: <ol style="list-style-type: none"> <li data-bbox="741 624 1196 652">a. Residential / workplace amenity</li> <li data-bbox="741 671 1608 700">b. The visual amenity of the local area, including landscape character</li> <li data-bbox="741 719 1458 748">c. Local nature resources, including air and water quality</li> <li data-bbox="741 767 1234 796">d. The natural and built environments</li> <li data-bbox="741 815 1267 844">e. Any heritage-assets and their settings</li> <li data-bbox="741 863 958 892">f. Biodiversity</li> <li data-bbox="741 911 1429 940">g. The openness and visual amenity of the Green Belt</li> <li data-bbox="741 959 1944 987">h. The amenities of sensitive neighbouring uses (including by virtue of noise, dust, odour or traffic)</li> <li data-bbox="741 1007 1070 1035">i. Other site constraints</li> </ol> </li> <li data-bbox="674 1051 1984 1112">2. Applications for all major renewable and low carbon energy proposals will need to be accompanied by an Energy Statement (as part of the Design and Access Statement) which includes: <ol style="list-style-type: none"> <li data-bbox="741 1176 1368 1204">a. The environmental effects of the development;</li> <li data-bbox="741 1224 1249 1252">b. A landscape and visual assessment;</li> <li data-bbox="741 1272 1137 1300">c. An ecological assessment;</li> <li data-bbox="741 1319 1845 1348">d. The proposals benefits in terms of the amount of energy it is expected to generate; and</li> </ol> </li> </ol>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>e. Any unavoidable damage that would be caused during installation, operation or decommissioning, and how this will be minimised and mitigated, or compensated for.</p> <p>3. The Council will take into account the individual and cumulative impacts of applications including any identified harm of proposals for renewable and low carbon energy developments on the above. Where significant adverse impacts and/or harm are identified, particularly through a landscape, visual, or ecological assessment, or heritage assessment, the Council will balance the impact against the wider benefits of delivering renewable and low carbon energy.</p> <p>4. The incorporation of renewable and low carbon energy into developments will be encouraged, particularly as part of major schemes.</p> <p>5. The retrofit of renewable energy and use of micro-renewables will be supported in appropriate buildings and locations.</p> <p>6. Proposals for decentralised energy networks will be supported, particularly those located in Energy Priority Zones. Within these areas, development proposals will be expected to connect to, or make provisions for future connections, to existing or proposed decentralised energy networks where feasible.</p> <p>7. Other opportunities for renewable and low carbon energy within Energy Priority Zones will be supported.</p> <p>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.</p> <p>9. Developments for wind turbines must be located in areas with potential for wind generation as shown in Figure 20 12 Development will only be granted where it can be demonstrated that, following consultation, the planning impacts identified by the local community have been fully addressed and that the proposal has their backing.</p> <p>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.</p>
MM054	179	GB1 Part 1b	<p><b>Policy GB1: Control of Development in the Green Belt</b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>1. The construction of new buildings is inappropriate in Green Belt. Exceptions to this are:</p> <ul style="list-style-type: none"> <li>a. buildings for agriculture and forestry;</li> <li>b. provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries <u>and</u> burial grounds and allotments, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;</li> <li>c. the replacement, extension or alteration of a building provided that it does not result in disproportionate<sup>82</sup> additions over and above the size of the original building and that it is of an appropriate scale, character and appearance;</li> <li>d. limited infilling<sup>83</sup> in the villages,</li> <li>e. limited affordable housing for local community needs under policies set out in the Local Plan; or</li> <li>f. limited infilling<sup>84</sup> or the partial or complete redevelopment of previously developed sites (brownfield land<sup>85</sup>), whether redundant or in continuing use (excluding temporary buildings), which would: <ul style="list-style-type: none"> <li>i.) not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.</li> <li>ii.) not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.</li> </ul> </li> </ul> <p>Development proposals that do not qualify as exceptions are by definition inappropriate development.</p> <p>2. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:</p> <ul style="list-style-type: none"> <li>a. mineral extraction;</li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>b. engineering operations;</li> <li>c. local transport infrastructure that can demonstrate a requirement for a Green Belt location;</li> <li>d. material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds);</li> <li>e. the re-use of buildings provided that the buildings are of permanent and substantial construction; and</li> <li>f. development brought forward under a Community Right to Build Order or a Neighbourhood Development Order.</li> </ul>
MM055	181 - 182	GB2 Parts 1, 2	<p><b>Policy GB2: Safeguarded Land</b></p> <ol style="list-style-type: none"> <li>1. <del>Development on Safeguarded Land is not allocated for development at the present time.</del> <u>Development</u> will only be permitted where:               <ol style="list-style-type: none"> <li>a. it is essential for agriculture, forestry, outdoor recreation or for other purposes appropriate to a rural area; or</li> <li>b. necessary for the operation of an existing use(s);</li> <li><u>[New]</u> where the proposal is for an extension to an existing development and is consistent with other policies in the Plan; or</li> <li>c. it is a temporary use that would retain the open nature of the land; and</li> <li><u>[New]</u> it would not prejudice the future comprehensive development of safeguarded land</li> </ol> </li> <li>2. The following areas are identified as Safeguarded Land and are identified on the Policies Map</li> </ol>
<sup>82</sup> The increase in the size of a building by up to 30% of the original building volume is considered an acceptable increase for proposals for replacement, extension and alteration. The original building does not include separate detached outbuildings.	Ref	Site	Site Size
<sup>83</sup> Infilling is defined as the filling of a small gap (for residential development up to two dwellings) in an otherwise built up frontage in a recognised village.	Ref	Site	Site Size
<sup>84</sup> Infilling is defined as the filling of a small gap (for residential development up to two dwellings) in an otherwise built up frontage in a recognised village.	Ref	Site	Site Size
<sup>85</sup> Defined in MHCLG (2019) NPPF	Ref	Site	Site Size

Ref	Page	Policy/ Paragraph	Main Modification													
			Use Class	Description	Area	Car Parking Standard										
			SG2	Land to the east of Chester Road, Daresbury	2.1											
			SG3	Land between Keckwick and the Tunnel Top, Daresbury Lane, Daresbury	9.0											
			SG4	Land south of Daresbury Lane, Daresbury	1.7											
			SG5	Land between Canal and Barkers Hollow Road	27.9											
			SG7	land at Preston on the Hill	21.2											
			SG8	Field House, Summer Lane	9.6											
			SG9	All Saints Vicarage, Daresbury Lane	1.1											
			SG10	(W6) Pex Hill	17.24											
			SG11	(W13) Land at Hale Gate Road	27.1											
					25.1											
			SG12	(W41) Land adjacent to Notcutts Garden Centre	10.73											
			SG13	(W48) Land to the south of Hale Bank Road	22.67											
<b>MM055a</b>	181	14.9	14.9 This can lead to land being excluded from the Green Belt that is not needed for development during the current plan period. This land may be protected from development as if it were Green Belt, but is 'safeguarded' for potential future development should a future Local Plan review deem it necessary.													
<b>MM056</b>	205 - 206	Appendix E	<table border="1"> <thead> <tr> <th rowspan="2">Use Class</th> <th rowspan="2">Description</th> <th colspan="2">Car Parking Standard</th> </tr> <tr> <th>Town Centre</th> <th>Non Town Centre</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Use Class	Description	Car Parking Standard		Town Centre	Non Town Centre				
Use Class	Description	Car Parking Standard														
		Town Centre	Non Town Centre													



Ref	Page	Policy/ Paragraph	Main Modification				
			<b>A1</b>	<b>Shops</b>	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
			<b>A3</b>	<b>Restaurants and Cafes</b>	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
			<b>A2</b>	<b>Financial and Professional Services</b>	Banks/Building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 35 sqm	1 space per 30 sqm
			<b>A3</b>	<b>Restaurants and Cafes</b>	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
			<b>A4</b>	<b>Drinking Establishments</b>	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
			<b>B1</b>	<b>Business Office, Research / Development, Light Industry</b>	Office, Business Parks, Research and Development	1 space per 40 sqm	1 space per 30 sqm
					Call Centres	1 space per 40 sqm (starting point for discussions)	1 space per 30 sqm
			<b>B2</b>	<b>General Industry</b>	General Industry	1 space per 60 sqm	1 space per 45 sqm
<b>B8</b>	<b>Storage and distribution</b>	Storage and distribution	1 space per 100 sqm	1 space per 100 sqm			

Ref	Page	Policy/ Paragraph	Main Modification				
			<b>C1</b>	<b>Hotels</b>	Hotels, boarding and guesthouses	1 space per bedroom including staff parking provision	1 space per bedroom including staff parking provision
			<b>C2</b>	<b>Residential Institutions</b>	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
			<b>C3/ C4</b>	<b>Dwelling houses and HMO</b>	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
			<b>D4</b>	<b>Non-residential institutions</b>	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
					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

Ref	Page	Policy/ Paragraph	Main Modification				
			<b>D2</b>	<b>Assembly and leisure</b>	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
			<b>SG</b>	<b>Miscellaneous/ Sui Generis (Examples)</b>	<u>Public Houses / Wine Bars / Other Drinking Establishments</u>	<u>1 space per 8 sqm of public floor area</u>	<u>1 space per 5 sqm of public floor area</u>
					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
<b>MM057</b>	208	Appendix G	<b>Appendix G: Monitoring Framework</b>				
			G1	The Monitoring Framework is <del>currently under review</del> , to ensure that the monitoring fulfils Government reporting requirements and provides the necessary information to assess whether individual policies and the Plan as a whole are delivering against the Strategic Objectives. Where policies are not achieving the desired outcome, a review will consider whether further guidance is needed in a Supplementary Planning Document or if the policy approach needs to be reviewed and updated in a review of the Local Plan.			
			G2	Current indicators include;			

Ref	Page	Policy/ Paragraph	Main Modification																					
MM058	208 - 212	Appendix G New Indicators and Targets	<table border="1"> <thead> <tr> <th style="background-color: #cccccc;">Policy</th> <th style="background-color: #cccccc;"><u>Strategic Objectives</u></th> <th style="background-color: #cccccc;">Indicators</th> <th style="background-color: #cccccc;">Targets</th> </tr> </thead> <tbody> <tr> <td rowspan="6">CS(R)1 Halton's Spatial Strategy</td> <td rowspan="6" style="text-align: center;"><u>All</u></td> <td>Net number of homes delivered</td> <td> <ul style="list-style-type: none"> <li>8,050 homes (<u>net</u>) at 350dpa (2014-37)</li> </ul> </td> </tr> <tr> <td>Employment Land delivered:</td> <td> <ul style="list-style-type: none"> <li>180 ha of land available for employment development (2014-37)</li> </ul> </td> </tr> <tr> <td>Retail Floorspace delivered:</td> <td> <ul style="list-style-type: none"> <li>Up to 9293 sqm <u>town centre Convenience / Comparison</u> (2014-37)</li> <li>Up to 5,112 sqm Retail Warehousing (2014-37)</li> </ul> </td> </tr> <tr> <td><u>Delivery of development within Key Urban Regeneration Areas</u></td> <td> <ul style="list-style-type: none"> <li><u>Planning applications coming forward in accordance with the strategy for the area.</u></li> </ul> </td> </tr> <tr> <td><u>Delivery of development on brownfield land</u></td> <td> <ul style="list-style-type: none"> <li><u>30% new residential development (2014-37)</u></li> <li><u>% new development on brownfield sites pa.</u></li> </ul> </td> </tr> <tr> <td><u>Major Residential development and certain major tourism development within 5km of protected accessible coasts</u></td> <td> <ul style="list-style-type: none"> <li><u>100% of planning applications for residential development of 10 or more (net) and certain major tourism development within 5km of protected accessible coasts make financial contribution in relation to recreation</u></li> </ul> </td> </tr> </tbody> </table>				Policy	<u>Strategic Objectives</u>	Indicators	Targets	CS(R)1 Halton's Spatial Strategy	<u>All</u>	Net number of homes delivered	<ul style="list-style-type: none"> <li>8,050 homes (<u>net</u>) at 350dpa (2014-37)</li> </ul>	Employment Land delivered:	<ul style="list-style-type: none"> <li>180 ha of land available for employment development (2014-37)</li> </ul>	Retail Floorspace delivered:	<ul style="list-style-type: none"> <li>Up to 9293 sqm <u>town centre Convenience / Comparison</u> (2014-37)</li> <li>Up to 5,112 sqm Retail Warehousing (2014-37)</li> </ul>	<u>Delivery of development within Key Urban Regeneration Areas</u>	<ul style="list-style-type: none"> <li><u>Planning applications coming forward in accordance with the strategy for the area.</u></li> </ul>	<u>Delivery of development on brownfield land</u>	<ul style="list-style-type: none"> <li><u>30% new residential development (2014-37)</u></li> <li><u>% new development on brownfield sites pa.</u></li> </ul>	<u>Major Residential development and certain major tourism development within 5km of protected accessible coasts</u>	<ul style="list-style-type: none"> <li><u>100% of planning applications for residential development of 10 or more (net) and certain major tourism development within 5km of protected accessible coasts make financial contribution in relation to recreation</u></li> </ul>
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						disturbance towards avoidance and mitigation schemes
		CS(R)3 Housing Supply and Locational Priorities	SO1 SO2	Supply of available housing land		<ul style="list-style-type: none"> <li>Maintain a 5 year supply of deliverable housing land, (with appropriate buffer as per NPPF) plus buffer (as required)</li> <li>Housing Delivery Test</li> </ul>
				Percentage of new and converted dwellings on previously developed land		<ul style="list-style-type: none"> <li>At least Average of 30% of dwellings to be built on previously developed land over the plan period (2014-37)</li> </ul>
				Percentage of new dwellings completed at less than 30 dwellings per hectare (dph) between 30-50dph and above 50dph		<ul style="list-style-type: none"> <li>Minimum density of 100% of completions to be at or above 30dph,</li> <li>rising to a minimum density of 40dph 100% of completions in proximity to Town and Local Centres or Transport Interchanges to be at or above 40 dph</li> </ul>
				Amount of new residential development within 30 minutes public transport time of a GP, a hospital, a primary school, a secondary school, areas of employment and a major retail centre		<ul style="list-style-type: none"> <li>Increase</li> </ul>
		CS(R)4 Employment Land Supply and Locational Priorities	SO3 SO4	Amount of completed employment floorspace by type and land type		<ul style="list-style-type: none"> <li>Total hectarage of Use Class B1a), b), c), B2 and B8 development</li> <li>180 Ha. made available for employment uses (2014~37)</li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification				
					<p>Minimise loss of land within existing employment areas for non-employment uses</p> <p><u>Employment land available by type</u></p> <p><u>Losses of employment land in (i) employment / regeneration areas and (ii) local authority area</u></p> <p><u>Economic Activity Rate</u> <u>GVA per head claimant count</u> <u>VAT registrations</u> <u>Worklessness in Halton</u> <u>Unemployment Annual Population Survey and Claimant Count Rates</u> <u>Average Household Income</u></p>	<ul style="list-style-type: none"> <li>No loss of land for non-employment uses within <u>Local Employment Areas or Regional Employment Sites allocated employment sites, strategic employment locations, employment renewal areas and primarily employment areas.</u></li> <li>180 Ha. made available for employment uses (2014~37)</li> <li>No loss of land for non-employment uses</li> </ul>	
		CS(R)5 A Network of Centres		SO5	Amount of completed retail development in town centres	<ul style="list-style-type: none"> <li>Total completions of retail (Convenience Goods, Comparison Goods and Retail Warehousing) floorspace in line with required floorspace as set out in policy</li> <li>Up to 9293 sqm town centre Convenience / Comparison (2014-37)</li> </ul>	

Ref	Page	Policy/ Paragraph	Main Modification			
					<p>Completions of main town centre uses within designated centres, by type</p> <ul style="list-style-type: none"> <li>100% of Use Class A1, A2, A3, A4, A5 and D2 completions within the Borough's Town Centres, the District Centre and Local Centres</li> <li>100% of Use Class completions for shops, Financial / Professional Services, Restaurants, Cafes, Drinking Establishments, Hot Food Takeaways and Assembly and Leisure within the Borough's Town Centres, the District Centre and Local Centres</li> </ul>	
					<p>Percentage of retail development in edge-of-centre or out-of-centre locations</p> <ul style="list-style-type: none"> <li>Minimise development outside of designated Town Centres (2014-37)</li> </ul>	
					<p>Number of vacant units within Town Centre locations</p> <ul style="list-style-type: none"> <li>Decrease vacancy levels within Town Centre locations year on year (2014-2037)</li> </ul>	
					<p>New local centres</p> <p>Creation of new local centres at:</p> <p>Sandymoor</p> <p>Daresbury Strategic Site</p> <p>West Bank</p>	
					<p>Percentage long-term vacant units</p> <ul style="list-style-type: none"> <li>Decrease in percentage of long term vacant units</li> </ul>	
		CS(R)6 Green Belt	SO2 SO10	Controlling Inappropriate development within the Green Belt	<ul style="list-style-type: none"> <li>Restrict general inappropriate development within the Green Belt, except in very special circumstances.</li> </ul>	

Ref	Page	Policy/ Paragraph	Main Modification			
						<p>in accordance with national policy for the plan period (2014-2037), except:</p> <ul style="list-style-type: none"> <li>minor infilling within the Green Belt settlements of Daresbury, Moore and Preston-on-the-Hill</li> </ul>
			<p>Development proposals for sites removed from the Green Belt</p>			<ul style="list-style-type: none"> <li>100% of planning applications include compensatory improvements to offset impact on GB</li> </ul>
			<p>CS(R)7 Infrastructure Provision</p>	<p>SO6</p>	<p>Annual amount of planning gain secured</p>	<ul style="list-style-type: none"> <li>Secure planning gain sought on all applicable developments for the plan period.(2014-2037)</li> </ul>
					<p>Delivery of projects detailed within associated Infrastructure Plan</p>	<ul style="list-style-type: none"> <li>In line with timescales in Infrastructure Plan</li> </ul>
			<p>CS(R)12 Housing Mix</p>	<p>SO1 SO2</p>	<p>Supply of a mix of new property types contributing to addressing identified need in the most up to date SHMA.</p> <p>Provision of a range of house sizes (varying number of bedrooms) and types provided across sites</p>	<ul style="list-style-type: none"> <li>Address identified imbalances from Halton SHMA (2011) on sites of 10 or more dwellings</li> <li>Delivery of a range of house sizes (varying number of bedrooms) and types provided on sites of 10 or more dwellings (2014-2037)</li> </ul>
					<p>Percentage of homes achieving Lifetime Homes Standards To ensure that new homes are adaptable</p>	<ul style="list-style-type: none"> <li>85% of applicable dwellings</li> <li>(Excludes dwellings which come forward on sites of less than 10 dwellings)</li> </ul>



Ref	Page	Policy/ Paragraph	Main Modification			
						<ul style="list-style-type: none"> <li>• <u>Increase planning applications approved where dwellings are designed to meet Building Regs M4(2)</u></li> </ul>
					Provision of specialist housing for the elderly	<ul style="list-style-type: none"> <li>• <u>Allocating sites for specialist or extra-care housing to contribute to the delivery of 214 extra care units by 2017</u></li> <li>• <u>Delivery of 22 extra care units for adults with learning difficulties by 2015 (2014-2037)</u></li> </ul>
					<u>Vacant bedspaces within Residential Care Accommodation</u> <del>Limiting an oversupply in Residential Care Accommodation</del>	<ul style="list-style-type: none"> <li>• <u>Maintain percentage of vacant bedspaces within Residential Care Accommodation at an acceptable level of below 20% (2014-2037)</u></li> </ul>
					<ul style="list-style-type: none"> <li>• <u>Self-Build Register registrations</u></li> <li>• <u>Self-build permissions</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Self-Build Register registrations</u></li> <li>• <u>100%+ delivery of approvals against registered demand (3 yearly reporting period)</u></li> </ul>
			CS(R)13 Affordable Housing	<u>SO1</u> <u>SO2</u>	<del>Total</del> Provision of affordable housing completions: <ul style="list-style-type: none"> <li>• Through planning agreements on private developments</li> <li>• By RSLs</li> </ul>	<del>Delivery of Affordable units –</del> <u>affordable housing units</u> on sites of 10 or more units dwellings; <ul style="list-style-type: none"> <li>• 25% Greenfield sites</li> <li>• 20% Strategic Housing Sites</li> <li>• 0% Brownfield sites</li> </ul> over the plan period (2014-37)

Ref	Page	Policy/ Paragraph	Main Modification			
					<ul style="list-style-type: none"> <li>• <u>Average House Price</u></li> <li>• <u>Average Rentals</u></li> </ul>	N/A
					<del>Social and affordable rented units as a percentage of all affordable housing units secured from market housing developments</del>	<ul style="list-style-type: none"> <li>• 50% social and affordable rented</li> <li>• 50% intermediate housing</li> </ul>
					<del>Provision of social and affordable rented units as a percentage of all affordable housing units secured from market housing developments.</del>	<u>Delivery of</u> <ul style="list-style-type: none"> <li>• 50% social and affordable rented</li> <li>• <u>10% Starter Homes + 40% other</u> 50% intermediate housing</li> </ul>
		CS(R)14 Meeting the Needs of Gypsies, Travellers and Travelling Showpeople	<u>SO2</u>	<del>Net additional pitches – Gypsy, Traveller and Travelling Showpeople</del>	<ul style="list-style-type: none"> <li>• <del>Allocation of sites/extension to existing sites for Gypsies and Travellers and Travelling Showpeople</del></li> </ul>	
				<del>Total number of permanent and transit pitches</del> <u>Provision of permanent and transit pitches to meet identified need.</u>	<u>Delivery of</u> <ul style="list-style-type: none"> <li>• 10 pitches (2017-32)</li> </ul>	
		CS(R)15 Sustainable Transport	<u>SO7</u>	<del>Reduction in the number of unsustainable trips</del> <u>Provision of sustainable transport in Halton.</u>	<ul style="list-style-type: none"> <li>• Increase modal share of sustainable modes (bus, rail, cycling and walking)</li> <li>• Number of cycle trips (157 trips annualised index, LTP Indicators 2007/08)</li> <li>• Increase total length of cycle ways in the Borough (<u>2014~37</u>)</li> </ul>	

Ref	Page	Policy/ Paragraph	Main Modification			
					<p>Number of Travel Plans associated with development applications for large trip generating uses</p>	<ul style="list-style-type: none"> <li>• <u>Delivery of 100%</u> for all relevant large trip generating planning applications over the plan period (2014-37)</li> </ul>
					<p><u>Reinstatement of Halton Curve rail route</u> <u>Provision of transport schemes in Halton.</u></p>	<ul style="list-style-type: none"> <li>• <del>Increased usage of Halton Curve rail route for passenger travel within plan period</del></li> <li>• <u>Progress and delivery of transport schemes in Halton as identified in the most up to date LTP or Combined Authority programme over the plan period 2014-2037.</u></li> </ul>
			<p>CS(R)17 Liverpool John Lennon Airport</p>	<p><u>SO4</u> <u>SO7</u></p>	<p>Consideration of amendment to Halton's Green Belt boundaries to facilitate the runway extension at Liverpool John Lennon Airport (LJLA)</p>	<ul style="list-style-type: none"> <li>• <del>Amendment to Green Belt boundaries at LJLA to facilitate runway extension</del></li> <li>• <del>Adoption of Delivery and Allocations Local Plan by 2014</del></li> </ul>
					<p><del>Managing</del> <u>Manage</u> negative environmental and social impacts in Halton associated with the <u>operation and expansion of Liverpool John Lennon Airport.</u></p>	<ul style="list-style-type: none"> <li>• <del>Minimise noise pollution</del></li> <li>• <del>Control risks to public safety, including through extension to</del> <u>No permissions granted that are likely to increase in the population within the Public Safety Zone (PSZ) as necessary</u></li> <li>• <del>Preserve landscape value, including through delivery of extension to Coastal Reserve</del></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification			
						<ul style="list-style-type: none"> <li>No change in area of Mersey Estuary SPA/Ramsar <u>over the plan period 2014-2037.</u></li> </ul>
					<u>Air quality impacts</u>	<ul style="list-style-type: none"> <li>No adverse effects from atmospheric pollution on the integrity of European sites</li> </ul>
			CS(R)18 High Quality Design	<u>SO8</u>	Resident satisfaction with local area	<ul style="list-style-type: none"> <li>Maintain and increase current level of resident satisfaction (70.4% of people satisfied with their local area in 2009) 86</li> </ul>
					Percentage of residents feeling safe in their area after dark	<ul style="list-style-type: none"> <li>Reduce level (24.4% of people think that anti-social behaviour is a problem in their local area)4</li> </ul>
					Homes/commercial areas built to Building for Life/ Secured by Design standards.	<ul style="list-style-type: none"> <li>Increase number of developments which have regard to these <u>this</u> standards</li> </ul>
			CS(R)19 Sustainable Development and Climate Change	<u>SO9</u>	Reduction in Halton's contribution to CO <sub>2</sub> production and climate change	<ul style="list-style-type: none"> <li>Reduction in CO2 emissions per capita by 4% per annum <u>over the plan period 2014-2037</u> (Baseline of 9.4 tonnes per capita in 2008)<sup>87</sup></li> </ul>
					Percentage of new residential development achieving	<ul style="list-style-type: none"> <li>Increase the percentage of new residential development achieving recognised Code levels:</li> <li>Code Level 3 from 2011</li> </ul>

<sup>86</sup> HBC (2008) Place Survey - [www3.halton.gov.uk/ignl/pages/86821/132699/PlaceSurveyExecSumm.pdf](http://www3.halton.gov.uk/ignl/pages/86821/132699/PlaceSurveyExecSumm.pdf)

<sup>87</sup> CO<sub>2</sub> levels per capita by local authority are available at [www.decc.gov.uk/en/content/cms/statistics/indicators/ni186/ni186.aspx](http://www.decc.gov.uk/en/content/cms/statistics/indicators/ni186/ni186.aspx)

Ref	Page	Policy/ Paragraph	Main Modification			
					Code for Sustainable Homes Level 3	<ul style="list-style-type: none"> <li>Code Level 4 from 2013</li> <li>Code Level 6 from 2016</li> </ul> over the plan period 2014-2037
					Percentage of nNew commercial development achieving BREEAM Very Good standards	<ul style="list-style-type: none"> <li>Increase commercial development achieving recognised BREEAM standards:</li> <li>BREEAM Very Good from 2014</li> <li>BREEAM Excellent from 2013</li> </ul>
					Renewable energy capacity installed by type	<ul style="list-style-type: none"> <li>Increase the capacity and number of renewable energy installations in the Borough over the plan period 2014-2037.</li> </ul>
			CS(R)20 Natural and Historic Environment	SO10	Condition of SSSIs - Percentage favourable	<ul style="list-style-type: none"> <li>No decline in condition of SSSIs:               <ul style="list-style-type: none"> <li>Mersey Estuary -99.18% 'favourable' or 'unfavourable but recovering' at May 2012<sup>[88]</sup>,</li> <li>Red Brow Cutting - 100% 'favourable' at May 2012<sup>[89]</sup>,</li> <li>Flood Brook Clough - 100% 'favourable' at May 2012<sup>[71]</sup><sup>90</sup></li> </ul> </li> </ul> over the plan period 2014-2037
					Maintaining designated heritage assets	<ul style="list-style-type: none"> <li>Maintain:</li> <li>Total area designated as Conservation Areas – 93ha No loss in</li> </ul>

<sup>88</sup> Mersey Estuary SSSI Condition Summary - [www.sssi.naturalengland.org.uk/Special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1001398](http://www.sssi.naturalengland.org.uk/Special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1001398)

Ref	Page	Policy/ Paragraph	Main Modification			
					<p>Conservation Areas and Listed Buildings</p>	<p><u>the number of designated heritage assets:</u></p> <ul style="list-style-type: none"> <li>• Number of Listed Buildings – [126]               <ul style="list-style-type: none"> <li>○ Grade I – [2]</li> <li>○ Grade 11* - [17]</li> <li>○ Grade 11 – [107]</li> </ul> </li> <li>• Number of Scheduled Monuments               <ul style="list-style-type: none"> <li>○ 7</li> </ul> </li> <li>• Reduce percentage of Listed buildings at risk the number of designated assets on the Heritage at risk register (5 listed buildings and 1 Scheduled Monument on Historic England’s Heritage at Risk Register)</li> <li>• 1.6% (2 buildings – Daresbury Hall and Church of the Holy Trinity, Runcorn)</li> </ul> <p><u>over the plan period 2014-2037</u></p>
					<p>Maintaining Landscape Character Areas within the green belt (as defined by the Landscape Character Assessment) and their condition</p>	<ul style="list-style-type: none"> <li>• No net loss of the Borough’s landscape character <u>over the plan period 2014-2037</u></li> </ul>

<sup>89</sup> Red Brow Cutting SSSI Condition Summary - [www.sssi.naturalengland.org.uk/special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1005790](http://www.sssi.naturalengland.org.uk/special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1005790)

<sup>90</sup> Flood Brook Clough SSSI Condition Summary - [www.sssi.naturalengland.org.uk/special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1002557](http://www.sssi.naturalengland.org.uk/special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1002557)

Ref	Page	Policy/ Paragraph	Main Modification			
					Change in priority habitats and change in species (by type)	<ul style="list-style-type: none"> <li>• Expansion of Reedbed habitats</li> <li>• Preservation of Saltmarsh habitats</li> <li>• Increase in BAP species <u>over the plan period 2014-2037</u></li> </ul>
					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"> <li>• No change in area of Mersey Estuary SPA/ Ramsar, or three SSSIs in Halton</li> <li>• No net loss of 47 Local Wildlife Sites</li> <li>• <u>No net loss of functionally linked supporting habitat to the SPA over the plan period 2014-2037</u></li> </ul>
					<u>Number of buildings in Conservation areas</u>	<ul style="list-style-type: none"> <li>• <u>Maintain</u></li> </ul>
		CS(R)21 Green Infrastructure		SO11	Extent of Green Infrastructure network	<ul style="list-style-type: none"> <li>• Additions to the extent and quality of the Green Infrastructure network (2009 baseline of 1,484.064 ha)</li> <li>• Avoidance of the loss of Green Infrastructure <u>over the plan period 2014-2037.</u></li> </ul>
					Amount of developer contributions sought for improvements to the Green Infrastructure network  <u>Developments meeting open space requirements on site.</u>	<ul style="list-style-type: none"> <li>• <u>Maximise on relevant applications 100% of required open space development provided on site or full contribution made for off-site provision over the plan period 2014-2037</u></li> </ul>
					<u>Number of greenspaces green infrastructure assets</u>	<ul style="list-style-type: none"> <li>• <u>Maintain and increase the number of green infrastructure assets meeting</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification				
					awarded the Green Flag standard	Green Flag award standards greenspaces (Baseline of 12 Green Flag awards in 2010)	
			CS(R)22 Health and Well-Being	SO11	Improvement in life expectancy <u>at birth</u>	<ul style="list-style-type: none"> <li>Improvement on baseline (2008-2010) life expectancy at birth:</li> <li>Male – 75.5 years</li> <li>Female – 79.6 years</li> </ul>	
						Improvement in overall deprivation score as an indication of Quality of Life	<ul style="list-style-type: none"> <li>An improvement in Halton's rank of 27th most deprived local authority in the country (IMD, 2010)</li> </ul>
						Percentage / number of A5 (Hot-Food Take-away) units within town, district and local centres	<ul style="list-style-type: none"> <li>Number of <u>100%</u> designated frontages/centres complying with SPD policy</li> </ul>
						Number of applications requiring a Health Impact Assessment (HIA)	<ul style="list-style-type: none"> <li>100% of large scale major development applications to undertake HIA <u>over the plan period 2014-2037</u></li> </ul>
						Amount of new residential development within 30 minutes public transport time of a GP and a hospital	<ul style="list-style-type: none"> <li>Increase</li> </ul>
			CS23 Managing Pollution and Risk	SO11 SO12	Development within flood zones	<ul style="list-style-type: none"> <li>No highly vulnerable or more vulnerable development within Flood Zone 3 and a reduction in other uses gaining planning permission in this zone</li> </ul>	
						Number of planning applications in flood zones which are permitted,	<ul style="list-style-type: none"> <li>None</li> </ul>



Ref	Page	Policy/ Paragraph	Main Modification			
					contrary to the advice of the Environment Agency <sup>91</sup>	
					Number of planning applications which are permitted contrary to the advice of the Environment Agency on water quality grounds	<ul style="list-style-type: none"> <li>None</li> </ul>
					Development not in accordance with Health and Safety Executive (HSE) endorsed approach for managing risk <sup>92</sup>	<ul style="list-style-type: none"> <li>None</li> </ul>
					Number of potentially contaminated sites which have been subject to site investigations work/remediation	<ul style="list-style-type: none"> <li>Increase in line with Brownfield Strategy for Halton</li> </ul>
					Improvements in air quality within designated Air Quality Management Areas in the Borough	<ul style="list-style-type: none"> <li>Reduction of air pollutants to within Objective levels</li> </ul>
			CS24 Waste	<u>SO13</u>	Safeguarding of sites for the purpose of waste management	<ul style="list-style-type: none"> <li>Provision of sites for waste management purposes through DPD</li> </ul>

<sup>91</sup> Major Planning Applications where the Environment Agency has an outstanding objection on flood risk grounds - [www.environment-agency.gov.uk/research/planning/33698.aspx](http://www.environment-agency.gov.uk/research/planning/33698.aspx)

<sup>92</sup> Cases where local Planning Authorities were minded to grant planning permission against HSE's advice - [www.hse.gov.uk/landuseplanning/cases.htm](http://www.hse.gov.uk/landuseplanning/cases.htm)

Ref	Page	Policy/ Paragraph	Main Modification			
					Capacity of new waste management facilities by waste planning authority	<ul style="list-style-type: none"> <li>Increasing recovery capacity of waste facilities in the Borough</li> </ul>
					Total municipal waste <sup>93</sup>	<ul style="list-style-type: none"> <li>Decrease waste going to landfill each year (45,006 tonnes, 2009/10) and decrease in total municipal waste (68,203 tonnes, 2009/10)</li> </ul>
			CS(R)25 Minerals	SO13	Total land won aggregates to contribute to North West regional requirement	<ul style="list-style-type: none"> <li>Contribution to Merseyside/Greater Manchester/ Warrington/Halton apportionment of 4.1million tonnes of sand and gravel and 26 million tonnes of crushed rock<sup>94</sup> over the plan period 2014-2037</li> </ul>
					Total secondary won aggregates	<ul style="list-style-type: none"> <li>20% of aggregates used in construction to be from secondary or recycled sources, rising to 25% by 2021</li> </ul>
					Designation of sites as minerals safeguarding areas or Minerals Areas of Search	<ul style="list-style-type: none"> <li>Safeguarding of sites where there may be minerals resources, as identified through evidence base over the plan period 2014-2037.</li> </ul>
					<u>Onshore oil and gas permissions</u>	<ul style="list-style-type: none"> <li><u>100% within least sensitive locations</u></li> </ul>
			CS(N)26	All	<u>Changes of use on unallocated land.</u>	<ul style="list-style-type: none"> <li><u>Annual planning appeal performance – Reduction in the number of appeals upheld and policy reason for this</u></li> </ul>

<sup>93</sup> DEFRA Municipal Waste Statistics 2009/10 - <http://www.defra.gov.uk/statistics/environment/waste/wrfg23-wrmsannual/>

<sup>94</sup> North West Regional Aggregates Working Party - Sub-regional Apportionment of Aggregates in the North West 2001-2016

Ref	Page	Policy/ Paragraph	Main Modification			
						(refer to policy content) over the plan period 2014-2037
			<u>ECONOMIC DEVELOPMENT</u>			
			<u>ED1:</u> <u>Employment Allocations</u>	<u>SO3</u> <u>SO4</u>	<u>Delivery of employment uses on allocated sites;</u>	<u>Increase delivery of employment uses</u> <ul style="list-style-type: none"> <li>• <u>Completions by use</u></li> <li>• <u>Permissions by use</u></li> <li>• <u>Reduce the % over the plan period 2014-2037</u></li> </ul>
			<u>ED2:</u> <u>Employment Development</u>	<u>SO3</u> <u>SO4</u> <u>SO6</u> <u>SO8</u>	<u>Loss of land within existing employment areas for non-employment uses</u>	<ul style="list-style-type: none"> <li>• <u>No loss of land for non-employment uses within existing employment areas over the plan period 2014-2037</u></li> </ul>
			<u>ED3:</u> <u>Complementary Services and Facilities within Employment Areas</u>	<u>SO3</u> <u>SO4</u> <u>SO6</u>	<u>Provision of complementary facilities</u>	<ul style="list-style-type: none"> <li>• <u>100% of development / redevelopment for employment use or complementary use (ED3)</u></li> </ul>
			<u>RESIDENTIAL DEVELOPMENT</u>			
			<u>RD1:</u> <u>Residential Development Allocations</u>	<u>SO1</u> <u>SO2</u>	<u>Delivery of residential development on allocated sites</u>	<ul style="list-style-type: none"> <li>• <u>100% of development for residential use</u></li> <li>• <u>Completions</u></li> <li>• <u>Permissions</u></li> <li>• <u>Reduction in the % lost to other uses</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification			
			RD2: <u>Gypsy &amp; Travellers (Allocations)</u>	<u>SO1</u> <u>SO2</u>	<u>Delivery of Gypsy and traveller allocated sites</u>	<ul style="list-style-type: none"> <li>• <u>Provision for 10 additional pitches in Halton over the GTAA period 2017-2032.</u></li> <li>• <u>Reduction in % lost to other uses over the plan period 2014-2037</u></li> </ul>
			RD3: <u>Dwelling Alterations, Extensions, Conversions and Replacement Dwellings</u>	<u>SO1</u> <u>SO8</u>	<u>Number of appeals upheld and policy reason for this (refer to policy content)</u>	<ul style="list-style-type: none"> <li>• <u>Reduction in the number of appeals upheld over the plan period 2014-2037</u></li> </ul>
			RD4: <u>Greenspace Provision for Residential Development</u>	<u>SO1</u> <u>SO6</u> <u>SO8</u> <u>SO11</u>	<u>On-site open space provided as % of requirement</u>  <u>Off-site open space provided as % of requirement</u>	<ul style="list-style-type: none"> <li>• <u>Provision of 100% of required open space.</u></li> </ul>
			RD5: <u>Primarily Residential Areas</u>	<u>SO1</u> <u>SO8</u>	<u>No. times cited in decisions</u>  <u>% upheld at appeal</u>	<ul style="list-style-type: none"> <li>• <u>100% of appeals upheld</u></li> </ul>
			<u>CONNECTIVITY</u>			
			C1: <u>Transport Network and Accessibility</u>	<u>SO6</u> <u>SO7</u>	<u>ULEV Charging Points installed</u>  <u>Development within 400m of a bus stop / train station</u>  <u>Canal towpath improvements</u>	<ul style="list-style-type: none"> <li>• <u>ULEV Charging Points installed</u></li> <li>• <u>100% of development within 400m of a bus stop / train station</u></li> <li>• <u>Provision of 100% of required contributions towards Canal towpath improvements</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification				
					<p><u>PRoW Improvements</u></p> <p><u>Delivery / progress of</u></p> <ul style="list-style-type: none"> <li>• <u>EATC</u></li> <li>• <u>A558 Daresbury Expressway;</u></li> <li>• <u>Watkinson Way / Ashley Way Gyratory;</u></li> <li>• <u>A562 Speke Road;</u></li> <li>• <u>A557 Access improvements; and</u></li> </ul> <p><u>Reconfiguration / improvement of infrastructure to the south of the SJB.</u></p> <p><u>Delivery of Transport assessments and travel plans for all qualifying development over the plan period 2014-2037.</u></p> <p><u>Protection and enhancement of transport hubs</u></p>	<ul style="list-style-type: none"> <li>• <u>Delivery / progress of</u> <ul style="list-style-type: none"> <li>○ <u>EATC</u></li> <li>○ <u>A558 Daresbury Expressway;</u></li> <li>○ <u>Watkinson Way / Ashley Way Gyratory;</u></li> <li>○ <u>A562 Speke Road;</u></li> <li>○ <u>A557 Access improvements; and</u></li> <li>○ <u>Reconfiguration / improvement of infrastructure to the south of the SJB.</u></li> </ul> </li> <li>• <u>100% of qualifying applications supported by Transport assessments / travel plans</u></li> <li>• <u>100% retention of transport hubs</u></li> </ul>	
			<p><u>C2:</u> <u>Parking Standards</u></p>	<p><u>SO7</u> <u>SO8</u></p>	<p><u>Development compliant with parking standards (car spaces)</u></p>	<ul style="list-style-type: none"> <li>• <u>100% compliant with parking standards (car spaces)</u></li> <li>• <u>100% compliant with parking standards (disabled spaces)</u></li> </ul>	

Ref	Page	Policy/ Paragraph	Main Modification			
					<p><u>Development compliant with parking standards (disabled spaces)</u></p> <p><u>Development compliant with cycle parking standards</u></p> <p><u>Amount of completed non-residential development complying with local car parking standards</u></p>	<ul style="list-style-type: none"> <li>• <u>100% compliant with cycle parking standards</u></li> <li>• <u>100% compliant with parking standards</u></li> </ul>
			<u>C3:</u> <u>Delivery of Telecommunications Infrastructure</u>	<u>SO6</u>	<p><u>No. times cited in decisions</u></p> <p><u>% upheld at appeal</u></p>	<ul style="list-style-type: none"> <li>• <u>100% of appeals upheld</u></li> </ul>
			<u>C4:</u> <u>Operation of Liverpool John Lennon Airport</u>	<u>SO3</u> <u>SO4</u> <u>SO12</u>	<p><u>Development likely to increase population within PSZ</u></p> <p><u>Development in excess of Height Restriction Zone</u></p> <p><u>Off-site airport parking developments</u></p>	<ul style="list-style-type: none"> <li>• <u>No development likely to increase population within PSZ</u></li> <li>• <u>No development in excess of Height Restriction Zone</u></li> <li>• <u>No off-site airport parking developments</u></li> </ul>
			<u>HALTON'S CENTRES</u>			
			<u>HC1:</u> <u>Vital and Viable Centres</u>	<u>SO5</u>	<p><u>Proportion of retail development within defined centres</u></p> <p><u>Proposals for out / edge-of-centre supported by a sequential test.</u></p> <p><u>Change of use of upper floors</u></p>	<ul style="list-style-type: none"> <li>• <u>100% of retail development within defined centres</u></li> <li>• <u>100% of proposals for out / edge-of-centre supported by a sequential test.</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification			
					<u>Change of use to residential (non-primary frontage)</u> <u>Development for main town centre uses (excluding offices)</u> <u>Amount of completed retail and office development</u>	
					<u>Vacancy rates within the Town Centres</u>	<ul style="list-style-type: none"> <li>• <u>Decrease</u></li> </ul>
					<u>Footfall within the Town Centres</u>	<ul style="list-style-type: none"> <li>• <u>Increase</u></li> </ul>
			<u>HC2:</u> <u>Retail and Town Centre Allocations</u>	<u>SO5</u>	<u>Development of allocated sites x use</u>	<ul style="list-style-type: none"> <li>• <u>100% of development for allocated use</u></li> </ul>
			<u>HC3:</u> <u>Primary Shopping Areas</u>	<u>SO5</u>	<u>Use of ground floor units</u> <u>Maintenance of continuous active frontages</u>	<ul style="list-style-type: none"> <li>• <u>60% + of ground floor units in E(a), E(b), E(c) use.</u></li> <li>• <u>No increase in breaks (2+ non-E(a), E(b), E(c) uses) in active frontages</u></li> </ul>
			<u>HC4:</u> <u>Shop Fronts, Signage and Advertising</u>	<u>SO5</u> <u>SO8</u>	<u>No. times cited in decisions</u> <u>% upheld at appeal</u>	<ul style="list-style-type: none"> <li>• <u>100% of appeals upheld</u></li> </ul>
			<u>HC5:</u> <u>Community Facilities and Services</u>	<u>SO5</u> <u>SO6</u> <u>SO11</u>	<u>Community facilities lost to other use.</u> <u>Proportion of new facilities created within or adjacent to existing centres</u>	<ul style="list-style-type: none"> <li>• <u>No net loss of viable community facilities</u></li> <li>• <u>100% of new facilities created within or on edge of existing centres</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification			
			<u>HC7:</u> <u>Visitor Attractions</u>	<u>SO5</u> <u>SO8</u>	<u>Tourist facilities lost to other use.</u> <u>Proportion of new facilities created within or adjacent to existing centres</u> <u>Proportion of new facilities co-located with existing facilities</u>	<ul style="list-style-type: none"> <li><u>No net loss of viable community facilities</u></li> <li><u>100% of new facilities created within or on edge of existing centres or collocated with existing facilities</u></li> </ul>
			<u>HC8:</u> <u>Food and Drink</u>	<u>SO5</u> <u>SO12</u>	<u>Proportion of consented HFTAs in Primary Shopping Area</u> <u>Proportion of consented HFTAs in non-primary TC areas</u> <u>Proportion of consented HFTAs in Local Centre</u> <u>Proportion of permissions granted outside existing centre located within 400m of defined education or open space</u>	<ul style="list-style-type: none"> <li><u>0% granted above primary shopping area threshold (5%)</u></li> <li><u>0% granted above non-primary TC threshold (10%)</u></li> <li><u>0% granted above centre thresholds (dominant use or greater of 2 units or more than 10%)</u></li> <li><u>0% granted outside existing centre within 400m of defined education or open space</u></li> </ul>
			<u>HC9:</u> <u>Mixed Use Area</u>	<u>All</u>	<u>Development consented within MUA</u>	<ul style="list-style-type: none"> <li><u>100% of consents for designated uses</u></li> </ul>
			<u>HC10:</u> <u>Education</u>	<u>SO6</u> <u>SO11</u>	<u>Retention / development of allocated sites x use</u>	<ul style="list-style-type: none"> <li><u>100% of retained / developed for education use</u></li> </ul>
					<u>Percentage of Year 11 pupils achieving 5 or more GCSEs grade A-C</u>	<ul style="list-style-type: none"> <li><u>No decline</u></li> </ul>



Ref	Page	Policy/ Paragraph	Main Modification				
					Percentage of Year 11 pupils educated to NVQ levels 2,3 or 4	<ul style="list-style-type: none"> <li>No decline</li> </ul>	
			<u>HALTON'S ENVIRONMENT</u>				
			<u>HE1:</u> <u>Natural Environment and Nature Conservation</u>	<u>SO10</u>	<u>Condition of SSSIs over the plan period 2014-2037.</u>	<ul style="list-style-type: none"> <li>No decline in the condition of SSSIs:               <ul style="list-style-type: none"> <li>Mersey Estuary -99.18% 'favourable' or 'unfavourable but recovering' (May 2012[ ).</li> <li>Red Brow Cutting - 100% 'favourable' (May 2012[ ).</li> <li>Flood Brook Clough - 100% 'favourable' at (May 2012[7])</li> </ul> </li> </ul>	
						<u>Proportion of land allocations on best and most versatile agricultural land (grades 1 and 2)</u>	<ul style="list-style-type: none"> <li>No loss of best and most versatile agricultural land (grades 1 and 2)</li> </ul>
						<u>Change in propriety habitats and change in species (by type)</u>	<ul style="list-style-type: none"> <li>No decline</li> </ul>
			<u>HE2:</u> <u>Heritage Assets and the Historic Environment</u>	<u>SO10</u>	<u>Maintaining designated Heritage Assets</u>  <u>Maintaining non designated Heritage Assets</u>  <u>Change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub regional or local significance</u>	<u>Maintain:</u> <ul style="list-style-type: none"> <li>Total area designated as Conservation Areas</li> <li>Number of Listed Buildings</li> <li>Number of Scheduled Monuments</li> <li>Reduce the number of heritage assets at risk (number on Historic England's Heritage at Risk Register)</li> <li>Help maintain Historic Environment</li> </ul>	

Ref	Page	Policy/ Paragraph	Main Modification			
						Record for Cheshire including an increase in the number of records within the Borough
			HE3: <u>Waterways and Waterfronts</u>	SO3 SO4 SO6 SO10	<u>Public access to waterfronts</u> <u>Protection / delivery of Runcorn Locks</u> <u>Proposals within Coastal Change Management Area</u>	<ul style="list-style-type: none"> <li>• <u>No reduction in public access to waterfronts</u></li> <li>• <u>No consents prejudicial to delivery of Runcorn Locks scheme</u></li> <li>• <u>100% require Coastal location or necessary for public safety, nature conservation or human health over the plan period 2014-2037</u></li> </ul>
			HE4: <u>Green Infrastructure and Greenspace</u>	SO6 SO10	<u>Extent of Green Infrastructure and Greenspace</u>	<ul style="list-style-type: none"> <li>• <u>Delivery of:</u></li> <li>• <u>Additions to the extent and quality of the Green Infrastructure and Greenspace against 2014</u></li> <li>• <u>Reduction of the loss of Green Infrastructure and Greenspace over the plan period 2014-2037.</u></li> </ul>
			HE5: <u>Trees and Landscaping</u>	SO8 SO10	<u>Protected trees (TPO)</u> <u>Ancient woodlands (Ha.)</u> <u>Trees within Conservation Areas / Nature Conservation assets</u>	<ul style="list-style-type: none"> <li>• <u>No loss of protected trees (TPO)</u></li> <li>• <u>No loss of ancient woodland</u></li> <li>• <u>No loss of trees within Conservation Areas / Nature Conservation assets</u></li> </ul>
			HE6: <u>Outdoor and Indoor Sport Provision</u>	SO11	<u>Sports / playing pitch provision</u> <u>Provision against assessed demand (x sport)</u>	<ul style="list-style-type: none"> <li>• <u>No net loss of sports / playing pitch provision</u></li> <li>• <u>No deficits in provision against assessed demand (x sport)</u></li> </ul>
			HE7:	SO12	<u>AQMAs</u>	<ul style="list-style-type: none"> <li>• <u>Reduction / elimination of AQMAs</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification			
			<u>Pollution and Nuisance</u>		<u>Proposals identifying negative impacts of pollution and nuisance</u>	<ul style="list-style-type: none"> <li>100% proposals accompanied by an <u>impact assessment demonstrating mitigation measures</u></li> </ul>
			<u>HE8: Land Contamination</u>	<u>SO12</u> <u>SO13</u>	<u>Contaminated land investigations</u> <u>Consents subject to remediation conditions</u>	<ul style="list-style-type: none"> <li>100% of applications on potentially contaminated sites supported by <u>appropriate Contamination Risk Assessment</u></li> <li>100% of <u>remediation requirements discharged.</u></li> </ul>
			<u>HE9: Water Management and Flood Risk</u>	<u>SO12</u> <u>SO13</u>	<u>Consents within FZ3, FZ2, FZ1</u> <u>SUDS / Land reserved for flood management measures</u> <u>Consents within Source Protection Zones (SPZs)</u>	<ul style="list-style-type: none"> <li>No consents for <u>vulnerable uses within FZ3, FZ2</u></li> <li>100% of applicable consents <u>employment SUDS / Land reserved for flood management measures</u></li> <li>No consents for uses creating <u>unacceptable threat to Source Protection Zones (SPZs)</u></li> </ul>
					<u>Length of watercourses / proportion of water bodies with 'good' status in the ecological and chemical classification</u>	<ul style="list-style-type: none"> <li><u>Improve</u></li> </ul>
					<u>Number of planning permissions granted contrary to the advice of the EA on water quality grounds</u>	<ul style="list-style-type: none"> <li><u>Reduce</u></li> </ul>
			<u>HE10: Minerals Safeguarding Areas</u>	<u>SO12</u> <u>SO13</u>	<u>Mineral Safeguarding Areas</u>	<ul style="list-style-type: none"> <li><u>Maintain 0% of MSAs from sterilisation by other forms of</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification			
						development over the plan period 2014-2037.
			<u>HE11:</u> <u>Minerals</u>	<u>SO13</u>	<u>Mineral Extraction</u>	<ul style="list-style-type: none"> <li>100% providing a restoration plan</li> </ul>
<u>GENERAL REQUIREMENTS</u>						
			<u>GR1:</u> <u>Design of Development</u>	<u>SO8</u>	<u>No. times cited in decisions</u> <u>% upheld at appeal</u>	<ul style="list-style-type: none"> <li>100% of appeals upheld</li> </ul>
			<u>GR2:</u> <u>Amenity</u>	<u>SO8</u>	<u>No. times cited in decisions</u> <u>% upheld at appeal</u>	<ul style="list-style-type: none"> <li>100% of appeals upheld</li> </ul>
			<u>GR3:</u> <u>Boundary Fences and Walls</u>	<u>SO8</u>	<u>No. times cited in decisions</u> <u>% upheld at appeal</u>	<ul style="list-style-type: none"> <li>100% of appeals upheld</li> </ul>
			<u>GR4:</u> <u>Temporary Buildings</u>	<u>SO8</u>	<u>No. times cited in decisions</u> <u>% upheld at appeal</u>	<ul style="list-style-type: none"> <li>100% of appeals upheld</li> </ul>
			<u>GR5:</u> <u>Renewable and Low Carbon Energy</u>	<u>SO9</u>	<u>Energy Statements.</u> <u>Wind turbines</u> <u>Restoration</u>	<ul style="list-style-type: none"> <li>100% of applicable applications supported by an Energy Statement</li> <li>100% of consents for wind turbines within defined policy area</li> <li>100% of consents including a restoration plan.</li> </ul>
<u>GREEN BELT</u>						
			<u>GB1:</u>	<u>SO2</u> <u>SO10</u>	<u>Inappropriate development within the greenbelt</u>	<ul style="list-style-type: none"> <li>No inappropriate development within the greenbelt</li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification				
			<u>Control of Development in the Green Belt</u>				
			<u>GB2: Safeguarded Land</u>	<u>SO2 SO10</u>	<u>Development contrary to policy within the designated Safeguarded areas.</u>	<ul style="list-style-type: none"> <li>• <u>No development contrary to policy within the designated Safeguarded areas.</u></li> </ul>	

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