

Public Document Pack



Environment and Urban Renewal Policy and Performance Board

Wednesday, 21 February 2024 6.30 p.m.
Civic Suite - Town Hall, Runcorn

S. Young

Chief Executive

BOARD MEMBERSHIP

Councillor Bill Woolfall (Chair)	Labour
Councillor Peter Lloyd Jones (Vice-Chair)	Labour
Councillor John Abbott	Labour
Councillor Angela Ball	Labour
Councillor Noel Hutchinson	Labour
Councillor Kath Loftus	Labour
Councillor Louise Nolan	Labour
Councillor Mike Ryan	Labour
Councillor Aimee Skinner	Labour
Councillor Gareth Stockton	Liberal Democrats
Councillor Sharon Thornton	Labour

*Please contact Kim Butler on 0151 511 7496 or e-mail
kim.butler@halton.gov.uk for further information.
The next meeting of the Board is to be confirmed.*

**ITEMS TO BE DEALT WITH
IN THE PRESENCE OF THE PRESS AND PUBLIC**

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Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.	
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In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.

ENVIRONMENT AND URBAN RENEWAL POLICY AND PERFORMANCE BOARD

At a meeting of the Environment and Urban Renewal Policy and Performance Board on Wednesday, 15 November 2023 at the Civic Suite - Town Hall, Runcorn

Present: Councillors Woolfall (Chair), P. Lloyd Jones (Vice-Chair), Abbott, Ball, Hutchinson, K. Loftus, L. Nolan, Ryan, Skinner, Stockton and Thornton

Apologies for Absence: None

Absence declared on Council business: None

Officers present: K. Butler, S. Burrows, J. Gallagher, I. Jones, A. Plant and I. Saxby.

Also in attendance: None

**ITEM DEALT WITH
UNDER DUTIES
EXERCISABLE BY THE BOARD**

Action

EUR17 MINUTES

The Minutes of the meeting held on 20 September 2023 having been circulated were signed as a correct record.

EUR18 PUBLIC QUESTION TIME

It was confirmed that no public questions had been received.

EUR19 EXECUTIVE BOARD MINUTES

The Board considered the Minutes of the meetings of the Executive Board relevant to the Environment and Urban Renewal Policy and Performance Board.

RESOLVED: That the Minutes be received.

EUR20 THE BIG CONVERSATION UPDATE

The Board received a presentation which provided an update on 'The Big Conversation'.

The Board previously received a report about the 'The Big Conversation' at its meeting in June and were reminded that the initiative was about engaging with the public so that they understood the challenges that the

Council was facing. It was an approach between the Council and those who lived or worked in Halton to work together to create an improved Borough in all aspects of everyday life. A stakeholder analysis and a Communication Plan had been developed in order to generate and establish as many opportunities as possible to involve all stakeholders in many different ways.

Members were advised that up until 13 November 2023, over 1,000 responses had been received and a breakdown of responses by source was provided. The report outlined the promotion, consultation and engagement carried out so far as well as the emerging themes. The gaps and actions were set out and some examples were given to how these had been addressed e.g. visits made to Riverside College and Family Hubs in both Runcorn and Widnes; information had been shared via social media to target relevant groups; and iWalkers had targeted those wards with low responses.

It was noted that the consultation would end on 30 November 2023, after which an analysis would be undertaken to identify the key priorities. January and February 2024 would see further consultation with stakeholders prior to the Corporate Plan being finalised in March, ready for its launch in April 2024.

Members of the Board discussed the report and the following comments were noted:

- 222 survey responses had been received by Council staff and there was a concern that some of those staff would not live in the Borough and therefore have an impact on their views. However, Members were reminded that the survey was aimed at anyone who lived or worked in Halton;
- It was suggested that the survey should be promoted via the front page of the Council's website; and
- A Board Member expressed their disappointment that more focus had not been given to Halton Lea Ward and that some opportunities to engage with some summer activity groups had been missed.

Thanks were noted for all the efforts made to consult with the public and the Chair reminded the Board that it was everyone's responsibility to promote the survey and encourage as made people to participate as possible.

It was also noted that this had been the second most successful survey undertaken by the Council in terms of

number of responses received. A further two weeks remained before the consultation ended and it was hoped that more responses would be received during that period.

RESOLVED: That the Board

- 1) note the report; and
- 2) continue to endorse the approach to facilitate 'The Big Conversation'.

Corporate
Director - Chief
Executive's
Delivery Unit

EUR21 ANNUAL ROAD TRAFFIC COLLISION & CASUALTY REPORT

The Board received a report on the latest road safety statistics released by the Department for Transport through the publication of the 2022 Comprehensive Annual Report.

The report set out full details of the numbers of traffic collisions and casualties in 2022 and compared these figures with those from previous years. Of those killed or seriously injured, the number of adult and child casualties increased. However, due to the low numbers recorded annually in Halton, this number did fluctuate from year to year. In 2022, the country emerged from a succession of Covid Pandemic lockdowns and the small rise in road casualty numbers, both in Halton and nationally, almost mirrored the rise in traffic levels.

Halton had achieved its performance targets as set by the Department of Transport. There were 157 road traffic collisions involving personal injury within Halton, 9 more than the previous year. These incidents resulted in 188 casualties, a 7% increase on the 2021 figure but 24% below 2019 when traffic levels were comparable.

In addition, the report highlighted the work the Road Safety Team had undertaken in 2022/23 and the programme for 2023/24 which would continue to cover road traffic reduction schemes, road safety education, training and publicity as well as engaging with Cheshire Police to target effective enforcement action.

Members also considered information on the following road safety initiatives:

- "Smiley" Speed Indicative Device/Sign (SiDs);
- Speed Camera A562;
- Gyrotory Red Light Camera;
- Mobile Speed Camera Sites;

- Collision Sites;
- Safer Active Travel;
- Education; and
- Halton 2023/24 Strategy.

RESOLVED: That

- 1) the overall progress made on casualty reduction in Halton over the past decade be noted; and
- 2) the 2024/25 strategy of road safety schemes and road safety education, training and publicity be endorsed.

EUR22 HOUSES OF MULTIPLE OCCUPATION - WORKING PARTY UPDATE

The Board received an update report on the progress of the Houses of Multiple Occupation (HMO) Working Party Action Plan which had been endorsed by the Board on 15 February 2023. The updated Action Plan was attached in Appendix 1 of the report.

It was noted that since the last update report to the Board in June 2023, the following progress had been made:

- The Council's Executive Board formally adopted the Houses of Multiple Occupation (HMO) Licensing Requirements and Amenity Standards Policy at its meeting on 14 September 2023; and
- A Supplementary Planning Document had been drafted and submitted to the Board for approval, under separate cover.

Members were advised that over the summer, independent studies had been undertaken by MetaStreet and Opinion Research Services (ORS) to provide an evidence base on the make-up of Halton's housing stock. ORS carried out a detailed survey of properties within the West Bank area to identify the number of private rental properties and the number of smaller and unlicensed HMO's. The analysis of the survey concluded that there was only a small number of HMO's within the West Bank ward, however, there was a high number of private rental properties compared to the rest of the Borough. The full survey results and associated conclusions were outlined in Appendix 2 to the report.

MetaStreet carried out a study on stock condition and the results of this would be presented to the Board in due

course.

The Board discussed the report and concerns were raised that there was a discrepancy between the results of the survey and the experience of those that live and work in the West Bank ward. It was noted that the survey had received a response rate of 45% and detailed analysis was undertaken into the properties that did not respond. There was no evidence which showed the properties who had not responded to the survey were known to the Council in terms of anti-social behaviour issues etc. Following discussions, it was agreed that some further work would be undertaken with West Bank Councillors to explore the discrepancies.

RESOLVED: That the Board note the progress against the Action Plan.

Executive Director
Environment &
Regeneration

EUR23 HOUSES OF MULTIPLE OCCUPATION –
SUPPLEMENTARY PLANNING DOCUMENT

The Board received a report on the draft Supplementary Planning Document (SPD) regarding Houses of Multiple Occupation (HMO) which had been prepared by the HMO Working Party. An SPD is an important material consideration in the determination of planning applications for HMOs and should not add unnecessarily to the financial burden on developments.

Since 2018, a large HMO must be licensed by the Local Authority. The Town and Country Planning (General Permitted Development) Order 2015 permits development rights for the change of use of a dwelling to a small HMO for 3-6 occupants without the need to apply to the Council. Properties with 7 or more unrelated occupants would still require planning permission.

In Halton, there were 121 licensed HMOs (properties with 5 or more tenants), however, the number of smaller HMOs was unknown. This was not unique to Halton due to no requirement needed for a license or planning permission and therefore there was no reason for any landlord to notify the Council.

Members were advised that the SPD would apply to any planning applications submitted to create large HMOs (properties for 7 or more unrelated occupants) and would introduce planning controls to ensure the amenity of neighbours was protected.

The Board discussed the report and queried what

powers the Local Authority had to prevent too many HMO's in one area. It was confirmed that providing there was a good evidence base, the Local Authority could apply to the Secretary of State under Article 4 to withdraw specified permitted development rights across a defined area.

RESOLVED: That the Board endorse the draft SPD for public consultation.

EUR24 PERFORMANCE MANAGEMENT REPORT – QUARTER 2 OF 2023-24

The Board received the Performance Monitoring Report for Quarter 2 of 2023/24.

The key priorities for development of improvement in 2023/24 were agreed by Members and included in Directorate Plans for the various function areas reported to the Board as detailed below:

- Development and Investment Services;
- Highways and Transportation, Logistics and Development Services; and
- Waste and Environmental Improvement and Open Space Services.

The reports detailed progress against service objectives and milestones, and performance targets and provided information relating to key developments and emerging issues that had arisen during the period.

The Board raised a concern regarding the School Cleaning Service Level Agreement which had been running at a deficit and as more schools were converting to academies the demand for the service was decreasing. It was agreed that Property Services would be asked to provide some further information regarding this matter.

RESOLVED: That the Board:

- 1) receive the second quarter performance management report;
- 2) consider the progress and performance information and raise any questions or points for clarification; and

- 3) highlight any areas of interest and/or concerns where further information is to be reported at a future meeting of the Board.

Executive Director
Environment &
Regeneration

Meeting ended at 7.45 p.m.

REPORT TO: Environment & Urban Renewal Policy & Performance Board

DATE: 21 February 2024

REPORTING OFFICER: Chief Executive

SUBJECT: Public Question Time

WARD(s): Borough-wide

1.0 PURPOSE OF REPORT

- 1.1 To consider any questions submitted by the Public in accordance with Standing Order 34(9).
- 1.2 Details of any questions received will be circulated at the meeting.

2.0 RECOMMENDED: That any questions received be dealt with.

3.0 SUPPORTING INFORMATION

3.1 Standing Order 34(9) states that Public Questions shall be dealt with as follows:-

- (i) A total of 30 minutes will be allocated for dealing with questions from members of the public who are residents of the Borough, to ask questions at meetings of the Policy and Performance Boards.
- (ii) Members of the public can ask questions on any matter relating to the agenda.
- (iii) Members of the public can ask questions. Written notice of questions must be given by 4.00 pm on the working day prior to the date of the meeting to the Committee Services Manager. At any one meeting no person/organisation may submit more than one question.
- (iv) One supplementary question (relating to the original question) may be asked by the questioner, which may or may not be answered at the meeting.
- (v) The Chair or proper officer may reject a question if it:-
 - Is not about a matter for which the local authority has a responsibility or which affects the Borough;
 - Is defamatory, frivolous, offensive, abusive or racist;
 - Is substantially the same as a question which has been put at a meeting of the Council in the past six months; or

- Requires the disclosure of confidential or exempt information.
- (vi) In the interests of natural justice, public questions cannot relate to a planning or licensing application or to any matter which is not dealt with in the public part of a meeting.
- (vii) The Chair will ask for people to indicate that they wish to ask a question.
- (viii) **PLEASE NOTE** that the maximum amount of time each questioner will be allowed is 3 minutes.
- (ix) If you do not receive a response at the meeting, a Council Officer will ask for your name and address and make sure that you receive a written response.

Please bear in mind that public question time lasts for a maximum of 30 minutes. To help in making the most of this opportunity to speak:-

- Please keep your questions as concise as possible.
- Please do not repeat or make statements on earlier questions as this reduces the time available for other issues to be raised.
- Please note public question time is not intended for debate – issues raised will be responded to either at the meeting or in writing at a later date.

4.0 POLICY IMPLICATIONS

None.

5.0 OTHER IMPLICATIONS

None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 **Children and Young People in Halton** - none.

6.2 **Employment, Learning and Skills in Halton** - none.

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

6.5 **Halton's Urban Renewal** – none.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

8.0 CLIMATE CHANGE IMPLICATIONS

8.1 None identified.

9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

9.1 There are no background papers under the meaning of the Act.

REPORT TO: Environment & Urban Renewal Policy and Performance Board

DATE: 21 February 2024

REPORTING OFFICER: Chief Executive

SUBJECT: Executive Board Minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

- 1.1 The Minutes relating to the Environment and Urban Renewal Portfolio which have been considered by the Executive Board are attached at Appendix 1 for information.
- 1.2 The Minutes are submitted to inform the Policy and Performance Board of decisions taken in their area.

2.0 RECOMMENDATION: That the Minutes be noted.

3.0 POLICY IMPLICATIONS

- 3.1 None.

4.0 OTHER IMPLICATIONS

- 4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

None

5.2 Employment, Learning and Skills in Halton

None

5.3 A Healthy Halton

None

5.4 A Safer Halton

None

5.5 Halton's Urban Renewal

None

6.0 RISK ANALYSIS

6.1 None.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

8.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

8.1 There are no background papers under the meaning of the Act.

APPENDIX 1

Extract of Executive Board Minutes relevant to the Environment & Urban Renewal Policy and Performance Board**EXECUTIVE BOARD MEETING HELD ON 16 NOVEMBER 2023**

EXB56	MERSEYLINK – AUTHORISED HIGHWAY FUNCTIONS
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The Board considered a report of the Strategic Director – Environment and Regeneration, that outlined a request from Merseylink Limited, for the renewal of the Authorisation Period for the delegated Highway Functions, from 27 March 2024, for a period of ten years. Under the terms of the Mersey Gateway Bridge Project Agreement (Section, Part 2 of Schedule 18) there was set of defined Authorised Highways Functions which were delegated to the Project Company (Merseylink Ltd).

The Mersey Gateway Project Agreement defined that this arrangement was limited until the duration of the Authorised Period (ten years from Financial Close) and Merseylink were required to seek renewal of the authorisation period by up to a further ten years on or before the expiry of the Authorisation Period, which would be 27 March 2024. It was reported that Merseylink had provided the necessary written request to the Council and the Mersey Crossings Board had confirmed that they considered there was no reason not to confirm the renewal and this should be for the full ten year period.

RESOLVED: That the request from Merseylink Limited, for the renewal of the Authorisation Period for the delegated Highway Functions, from 27 March 2024 for a period of ten years, be approved.

EXB57	WAIVER REQUEST FOR THE APPOINTMENT OF A NAMED SUB-CONTRACTOR TO CARRY OUT SPECIALIST RESTORATION OF RAILINGS AT BIRCHFIELD GARDENS, WIDNES
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The Board considered a report of the Executive Director – Environment and Regeneration, which sought approval for a waiver in compliance with Procurement Standing Order 1.14.4 iv of Part 3 of Procurement Standing Orders, to appoint Lost Art Ltd as a Named Sub-Contractor for the refurbishment of historic park railings at Birchfield Gardens, Widnes.

The Environment Services Division was currently tendering a package of works for the refurbishment of Birchfield Gardens and the pre tender estimate value for the project was £500k. The majority of the refurbishment works would be undertaken by a Principal Contractor and their domestic sub-contractors, however the restoration of the historic boundary railings element would require a specialist sub-contractor.

It was noted that Lost Art Ltd had been commissioned to undertake a survey of the railing and had provided a quotation for the works of £110,091.50. It was proposed that Lost Art Ltd would be appointed as Named Sub-Contractor to be used by the

Principal Contractor due to cost certainty and the quality and workmanship they could provide.

RESOLVED: That the Board gives delegated authority to the Executive Director, Environment and Regeneration, in consultation with the Executive Member for the Environment and Urban Renewal, to approve the waiver, ref: 134W23, to appoint Lost Art Ltd as the Named Sub-Contractor to undertake the restoration of historic park railing as part of the wider refurbishment project at Birchfield Gardens, Widnes.

EXB58	EAST RUNCORN CONNECTIVITY SCHEME
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The Board considered a report of the Executive Director – Environment and Regeneration, which sought approval to accept the funding to complete the full business case in support of the East Runcorn Connectivity Scheme (ERC) project elements that were deliverable within the City Region Sustainable Transport Settlement (CRSTS) 1 period (ending March 2027). These proposals comprised two of the four elements that constitute the ERC and are:

- A56 major maintenance – A558 Junction to M56 Junction 11;
- ERC Active travel routes
- Silver Jubilee Bridge to Shopping City
- Runcorn East Station Access
- Chester Road (A56) to Daresbury Park
- Halton Brow, Main Street and Norton Lane
- Bridge Street to Windmill Hill Avenue North
- Leira Way Connectivity Upgrades/Cycle Loop

RESOLVED: That

- 1) the funding from the City Region Sustainable Transport Settlement be accepted and the Council be recommended to amend the Capital Programme accordingly;
- 2) Mott MacDonald Ltd are retained as external consultant for the project up to a value of £1.61m, via the Warrington Consultancy Framework; and
- 3) the Operational Director – Policy, Planning and Transportation, in consultation with the Portfolio Holder, Environment and Urban Renewal, be delegated to procure and implement the necessary works to deliver the A56 East Runcorn Connectivity (ERC) Scheme and active travel routes within funding deadlines.

EXECUTIVE BOARD MEETING HELD ON 7 DECEMBER 2023

EXB68	HALTON FREEPORT RETAINED RATES FUND
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The Board considered a report of the Executive Director – Environment and Regeneration, that sought approval for the Council to implement the Halton Freeport Retained Business Rates Fund. In 2021, the Council supported the development of a Freeport application in support of the Liverpool City Region’s economic aspirations. The Freeport had two major elements: to provide connectivity to Port of Weston and to raise project funding to deliver the Council’s economic aspirations in the form of Tax Incremental Financing (TIF). TIF is a method of raising revenue to pay for regeneration.

The report provided an update on how the Council intended to establish the Retained Business Fund on a similar basis to the TIF Fund established for the local Enterprise Zone using a prescribed number of projects as outlined in the Full Business Case and Retained Rates Strategy. A list of the initial nominated projects were detailed in the report.

It was noted that projects confirmed as ‘in scope’ would be managed by the billing authority. Projects would be invited to prepare a business case, proportional to the scale of the project, in line with the requirements of the billing authority. Each billing authority would set out its own governance process for the approval of funds allocated from retained rates.

The Board was advised that initial estimates suggested that the 25 years (2046 to the lifetime end point) Halton Retained Business Rates Fund rates retention period could support the delivery of the masterplan through approximately £40m of Tax Increment Financing.

RESOLVED: That

- 1) the report be noted;
- 2) the Board supports the progress made on the Freeport and specifically the retained business rates fund to deliver local regeneration priorities;
- 3) delegated authority be given to the Executive Director for Environment and Regeneration, Operational Director - Finance, in consultation with the Portfolio Holder, to take the necessary steps to develop a Halton Freeport Retained Business Rates Fund; and
- 4) the Operational Director Finance, be authorised to enter into and manage the processes required to facilitate the Business Rates Retention and Tax Increment Financing processes.

REPORT TO:	Environment and Urban Renewal PPB
DATE:	21 February 2024
REPORTING OFFICER:	Matt Goggins – Assistant Director for Bus (LCR Combined Authority)
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Bus Franchising in the Liverpool City Region
WARD(S)	Borough-wide

1.0 PURPOSE OF THE REPORT

- 1.1 The Combined Authority's Assistant Director for Bus will provide an overview of bus franchising in the Liverpool City Region, how it forms part of the creation of a London-style integrated transport system, and the current programme for transition.

2.0 RECOMMENDATION: That:

Members of the board note the contents of the presentation.

3.0 SUPPORTING INFORMATION

- 3.1 On 6th October 2023 the Combined Authority considered a report detailing the outcome of the consultation exercise on the Liverpool City Region's proposals for Bus Franchising and making recommendations on a proposed Bus Franchising Scheme.
- 3.2 The Mayor stressed the significance of the decision and the potential transformative effect it would have on the City Region by improving connectivity; facilitating social mobility; providing a lifeline to the most vulnerable.
- 3.3 He reiterated his commitment, made in his Manifesto, to build a London-style integrated public transport network that was quicker, cheaper, cleaner, better connected and more reliable.
- 3.4 The Mayor stressed the importance of buses to the public transport system, with approximately 82% of all public transport journeys in the Liverpool City Region taken by bus, equating to nearly 400,000 journeys every day. He also draw the distinction between the approach taken in the 1980s to public transport between London and elsewhere in the country, where London retained control that allowed it to provide convenient, reliable and innovative services to all in the city, whereas for others it became deregulated, fragmented and underfunded and gave little real alternative to the car.

- 3.5 The Devolution Deal included the ability to change the way bus services were delivered in the City Region. Having worked through the steps required by the law, it was possible for the Combined Authority to choose to move to a franchising model that would provide greater control over fares, tickets and routes and ensure that bus services could be run in the best interests of passengers.
- 3.6 The statutory consultation showed significant support for franchising plans with around 70% of more than 6,000 responses from members of the public supporting the proposals.
- 3.7 Following consideration of the report, the Combined Authority recommended to the Mayor that he make the franchising scheme, which he subsequently did. Following this decision, the Liverpool City Region became a franchising authority and began a transition from the current deregulated bus system which has been in operation since 1986, towards a franchised system under public control.
- 3.8 The update provided by the Assistant Director for Bus at the Combined Authority will provide further context to bus franchising, including an update on current transition plans.

4.0 POLICY IMPLICATIONS

- 4.1 Reforming the region's public transport system is at the heart of the Combined Authority's Corporate Plan. Public transport, with bus reform as a key enabler, makes a major contribution to the creation of a fairer, cleaner, connected City Region. The Corporate Plan's priorities, and the role of a reformed public transport system in delivering them, contribute to several key Combined Authority strategies including the Plan for Prosperity, Five-Year Climate Action Plan, the emerging Local Transport Plan and the Spatial Development Strategy (currently under development).
- 4.2 The Plan for Prosperity is the economic and place-based strategy for the City Region. It recognises that prosperity is more than just monetary wealth: it is about health, well-being, good employment and a high-quality living environment. An essential component is to strengthen and improve the City Region's public transport services and networks that support modal shift and serve economic ambitions. The Plan is explicit that local bus transformation is key with an objective that bus provision across the city region will be efficient, fully integrated with the rest of the public transport system and deliver value for money, with bus franchising identified as the leading bus reform option to deliver bus services in the City Region.
- 4.3 The strong environmental case for an integrated public transport system of which bus reform is a key element, has been taken forward

in the Combined Authority's Five-Year Climate Action Plan. The Plan sets out a series of actions designed to help achieve the Mayoral objective of a net zero carbon City Region by 2040 or sooner. With a third of the City Region's carbon emissions coming from transport, it is essential that this sector is addressed. Evidence prepared for both the Climate Action Plan and the emerging Local Transport Plan confirms that reducing carbon emissions from transport to meet 2040 targets will require significantly more people using public transport instead of the car, than at present. An integrated, reliable and good value public transport system is essential. The Climate Action Plan therefore advocates that the Combined Authority reforms the region's bus services.

4.4 The emerging Local Transport Plan will look to further reduce the amount of carbon emitted from the transport sector in the City Region. In line with both the Plan for Prosperity and the Five-Year Climate Action Plan, this will focus on the role of active travel and an integrated public transport network, including bus reform, to help deliver the environmental, social and economic objectives of the City Region.

4.5 The role of Halton Borough Council, along with the other Local Authority areas of the City Region is critical to delivering these strategic objectives. Through bus franchising and related projects and programmes, the Council will support the delivery of bus reform by creating the right conditions for buses to thrive. In particular, the need to speed up bus journeys through prioritising buses on the highway network will help to make the bus network more attractive to passengers whilst improving network efficiency. Similarly, the strategic role of the Council in supporting the development of depot infrastructure that supports the long-term shift to zero emission buses will be essential.

5.0 FINANCIAL IMPLICATIONS

5.1 The Combined Authority has agreed a budget to take forward bus franchising transition in 2024/25 financial year. Ongoing costs relating to bus franchising will be agreed by the Combined Authority as required.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

It is widely recognised that good quality and affordable public transport services can help to improve access to key facilities for children and young people within the Borough. The network also provides children and young people with a degree of independence.

6.2 Employment, Learning & Skills in Halton

The local bus network is fundamental to the residents of Halton accessing employment and education facilities not only within the borough but also in neighbouring districts.

6.3 A Healthy Halton

Access to health care facilities is acknowledged as a key priority. Public transport, in particular the local bus network, plays a vital part in accessing these facilities not only within the Borough but also further afield in neighbouring Boroughs.

6.4 A Safer Halton

The public transport network enables all passengers to access facilities in a safe way, ensuring that they are socially included. Investment in public transport infrastructure significantly enhances and encourages its use.

6.5 Halton's Urban Renewal

Provision of public transport services is widely acknowledged as playing a key role in sustainable regeneration and urban renewal. It also allows residents to access key areas within the Borough and cross-boundary to neighbouring districts. In addition, public transport infrastructure significantly enhances and encourages use.

7.0 RISK ANALYSIS

7.1 The bus franchising assessment concluded that franchising would grant greater control over the outcomes of the bus network, better enabling the delivery of commercial objectives and the Vision for Bus. The commercial risks associated with franchising will need careful management given that the Combined Authority would be taking on the commercial revenue risk and has identified several interventions to ensure that a competitive franchise market is maintained.

7.2 In franchising, the Combined Authority would carry the revenue risk of the bus network. It would need to react quickly if the cost of running bus services increased or revenues fell. The Combined Authority has a number of mechanisms by which it could mitigate these financial risks. The Mayor and the Combined Authority have certain fiscal powers whereby local taxation revenue can be used to support the bus network. The Combined Authority is also able to make use of revenues from other transport functions, in particular tunnel tolls. The Combined Authority, and Halton Borough Council have certain powers that can be used to encourage bus patronage through highway powers and examples of this include the investments being currently made in Green Bus Routes. The Council has a transport plan in addition to Highway Authority powers that can be used to support

routes and the efficient flow of buses in traffic.

- 7.3 While the Assessment indicated that the mitigations available to the Combined Authority to manage financial risks are sufficient based on current modelling, there remain significant risk associated with accepting the commercial implications of running bus services in the City Region.
- 7.4 It should also be acknowledged that the risks associated with not progressing franchising are also significant, both financially and in terms of the impact on the City Region's zero carbon and growth agendas.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 An Equality Impact Assessment (EIA) was produced alongside the Bus Reform programme. It assessed whether the proposal had a positive or negative impact on any of the protected characteristics (race, gender, disability, gender reassignment, age, pregnancy and maternity, religion and belief, sexual orientation) and concluded that franchising had a positive impact across all protected characteristics.
- 8.2 There were potential negative impacts highlighted across two protected characteristics – older people and socio-economic status. However an action plan has been developed to mitigate and prevent any negative effects. The action plan also outlines how the organisation will ensure that positive impacts are maximised, and benefits are realised for protected characteristic groups.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 Evidence shows that around a third of the City Region's carbon emissions come from the transport sector, mainly through the use of cars. For the City Region to meet its objective of being net zero carbon by 2040 or sooner, emissions from the transport sector have to be reduced.
- 9.2 The provision of an integrated public transport system that is efficient, reliable and affordable is critical to this as it provides a realistic choice for people to meet their transport needs. This is recognised in the Five-Year Climate Action Plan, approved by the Combined Authority in July 2023. Evidence underpinning the Climate Action Plan shows that modal shift away from the car to public transport and active travel has to be significant to meet net zero objectives.
- 9.3 A key element of this, therefore, will be to deliver major improvement to the bus service network via franchising as part of the wider delivery of an integrated public transport network.

**10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF
THE LOCAL GOVERNMENT ACT 1972**

10.1 None under the meaning of the Act.

REPORT TO:	Environment & Urban Renewal Policy & Performance Board
DATE:	21 February 2024
REPORTING OFFICER:	Corporate Director, Chief Executive's Delivery Unit
PORTFOLIO:	Leader
SUBJECT:	The Corporate Plan - The Big Conversation Analysis and the way forward
WARD(S)	Borough Wide

1.0 **PURPOSE OF THE REPORT**

- 1.1 To share with the Board an analysis of 'The Big Conversation', which is integral to formulating a new Council Corporate Plan, and to outline the next steps to ensure that this will take effect from April 2024.

2.0 **RECOMMENDED: That**

- 1) **the report be noted; and**
- 2) **that Board continues to endorse the approach to facilitate the implementation of a new Corporate Plan.**

3.0 **SUPPORTING INFORMATION**

3.1 **Background**

The Big Conversation was about engaging with the public to share the challenges that the Council is facing and to establish what is important to people in the Borough.

It was an approach between the Council and those who live or work in Halton to work together in order to create an improved Borough in all aspects of everyday life.

A Stakeholder Analysis together with a Communications Plan was developed in order to generate and establish as many opportunities as possible to involve all our stakeholders in many different and varied ways.

The Big Conversation consultation opened on July 28th 2023 and closed on November 30th 2023, what follows is an analysis of the feedback.

3.2 Promotion, Consultation & Engagement:

3.2.1 Breakdown of responses by source:

Total Number of responses: 1076

This was the second biggest response ever to a Halton Borough Council survey.

Comms Meta Advert	223
HBC Staff	222
Comms Carers Centre	136
Comms Organic Facebook	124
Comms Media	64
No Reply	41
Inside Halton	39
Comms Flyer	34
Comms Partner	30
Comms HBC (Home page)	27
Comms Short URL	18
Comms Organic LinkedIn	16
Comms Community	14
Comms Linnets	13
Comms School Crossing Patrol	12
Comms Hale Village Coffee Morning	12
Active Ageing	11
Comms Organic X	9
Comms iWalkers	7
Comms Visually Impaired Group	6
Comms Halton Voices	5
Comms Colleges	3
Comms Vikings	3
Comms Dementia Group	3
Comms Schools	2
Comms Organic Threads	1
Comms TUC	1
Total Number of Responses	1076

3.2.2 Response by Age Group:

Age Group	Response Rate: Number / Percentage %
16 - 19 years	14 / 1%

20 - 24 years	11 / 1%
25 – 34 years	79 / 8%
35 – 49 years	266 / 26%
50 – 64 years	387 / 37%
65 – 74 years	191 / 19%
75 – 84 years	55 / 5%
85 years or over	15 / 1%
Prefer not to say	17 / 2%
No Reply	41
Total	1076

Census 2021 (by comparison):

Data	Percentage %
16 – 19 years	4.3
20 – 24 years	5.2
25 – 34 years	12.8
35 – 49 years	9.4
50 – 64 years	20.6
65 – 74 years	11.2
75 – 84 years	5.6
85 years and over	1.9

3.3.3 Response by Area:

Runcorn: 55%

Widnes: 45%

3.3.4 **Consultation Success:**

862: Direct (Speaking directly to stakeholders and listening)

11,840: Indirect (Social media, partner`s newsletters and flyers)

Specific Forums and Venues attended:

General Public:

- Halton Trades Union Congress
- Visually Impaired Group
- Friends of Hale Village Coffee Morning
- Eat at the Heath Community event
- Windmill Hill Shops
- Women`s Institute
- Fellowship Centre
- Women`s Group (St John Fisher Club)

- i-Walkers
- Kingsway Leisure Centre
- Catalyst Museum

Print & Social Media:

- Inside Halton Magazine
- LinkedIn
- X
- Thread
- Facebook
- HBC Homepage

HBC Workforce:

- Emails to staff
- Video message

Adult's Services:

- Healthy & Active Ageing events
- Partners in Prevention event
- Dementia Group meeting
- Care Home visit (Millbrow)
- Flyer distribution by Adult Social Work Services Teams
- Feature in Young Carers & Adult Carers newsletters

Children's Services:

- Primary School Heads
- Children's Provider Network Meeting
- Halton Youth Cabinet
- Family Hub Centres
- Riverside College
- School & College newsletters
- Flyers distributed by Children's Services Teams

Partners:

- Halton Patient Participation Group
- Cheshire Constabulary

- Halton & St Helens Voluntary Community Action
- Health Improvement Team
- Citizens Advice Bureau
- Public Health Vaccination Team

Businesses:

- Halton Chamber of Commerce Network Meeting
- Halton & Warrington Business Fair
- Halton Chamber of Commerce
- Business Improvement & Growth
- Sci-Tech Daresbury Business Breakfast

3.4

3.4.1 **Emerging Themes:**

The 5 themes in order of response priority were:

- Improving health, promoting wellbeing and supporting greater independence: 93%
- Building a strong, sustainable local economy: 91%
- Supporting children, young people and families: 89%
- Tackling inequality, helping those who are most in need: 84%
- Working towards a greener future: 78%

3.4.2

Level of agreement to all of the 5 suggested themes was very high.

Identifying other potential corporate plan themes, the top 3 identified by our stakeholders were:

- Environment / Open spaces / Litter / Overgrowth / Maintain green spaces / Keep street free of litter and weeds.
- Regeneration / Business / Economy / Support growth and town centres
- Housing / Affordability / Increase supported living / protect green spaces / Improved infrastructure

3.4.3

It is proposed that we recognise this level of engagement with our stakeholders and form a 6th priority, which encompasses all of the above, under the title '**Place and Community**'.

When asked how the Council can support these themes, the top 3 responses were:

- 'Provide opportunities for young people to engage with their local community and do things that interest them, keep them safe and make them happy'.

- 'Create vibrant town centres for everyone to enjoy across the Borough'
 - 'Continue to ensure local people are able to enjoy the Borough's parks and green spaces'
- 3.4.4

In terms of the ways our stakeholders can support the 5 popular themes, these were as follows:

- 'Spending money with local shops and businesses'
- 'Doing our best to stay healthy and active'
- 'Being a good neighbour'

3.5 **Timeline:**

- November 30th 2023: Consultation ended
- December 2023: Analysis undertaken
- January 2024: Key priorities identified and agreed / summary developed / shared with stakeholders via drop-in sessions within council buildings and open engagement at community spaces
- February - March 2024: Corporate Plan finalised and approved at key forums
- April 2024: the New Corporate Plan is launched

4.0 **POLICY IMPLICATIONS**

4.1 There are no specific policy implications at this stage, however the output of this process will be a new contemporary and relevant Halton Borough Council Corporate Plan. This will form the basis of the Council's Corporate Policy framework in the immediate term.

5.0 **FINANCIAL IMPLICATIONS**

5.1 None. The development of the new Corporate Plan is being delivered within existing budget and resource provision.

6.0 **IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

6.1 The Corporate Plan is Halton Borough Council's key strategic document. This plan sets out the main vision, themes and values of the Council.

'The Big Conversation' has helped to determine the Council's new set of priorities, which will be translated into the plan.

7.0 **RISK ANALYSIS**

7.1 If the Council had continued with the same priorities that were in place in previous years, given the socio-demographic and economic changes that have taken place over the last few years, there was a significant risk that the current Corporate Plan would lose its relevance.

7.2 That would lead to the Council failing to maintain engagement with the people of Halton, and its workforce, around where resources are best targeted in the contemporary environment.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 Equality and Diversity will be an integral part of the new Corporate Plan priority under the Big Conversation banner of 'Tackling inequality, helping those who are most in need.'

8.2 The Big Conversation consultation process was fully inclusive in terms of consulting a wide and varied range of stakeholders, which covered the 9 protected characteristics in the Equality Act 2010.

8.3 An Equality Impact Assessment will be undertaken as part of the plan development process.

9.0 **CLIMATE CHANGE IMPLICATIONS**

9.1 At this stage it is evident that there will be a specific priority around climate change, with the theme receiving full support under the Big Conversation banner of 'Working towards a greener future'.

10.0 **LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

None under the meaning of the Act.

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	21st February 2024
REPORTING OFFICER:	Executive Director Environment & Regeneration
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Local Development Scheme
WARD(S)	Borough wide

1.0 **PURPOSE OF THE REPORT**

- 1.1 To present the Board with a Draft Local Development Scheme (LDS) report which is produced annually. The Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) requires local planning authorities to prepare, maintain and publish an LDS. The LDS provides the starting point for local communities, businesses, developers, service and infrastructure providers and other interested stakeholders to find out what local planning policy documents relate to their area and the timetable for their preparation.
- 1.2 Local planning authorities are required to publish information an LDS under The Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) requires local planning authorities to prepare, maintain and publish annually.
- 1.3 In accordance with the Council's Statement of Community Involvement and the regulations set out in the Town and Country Planning Act, as the LDS is not classed as a process document the Council are not required to publicly consult on them. However once endorsed by the Council the LDS will be available to view on the Councils website.

2.0 **RECOMMENDATION: That the Board endorse the draft LDS and supports it progress to the Executive Council for approval.**

3.0 **SUPPORTING INFORMATION**

- 3.1 The LDS underpins Halton's Delivery and Allocations Local Plan, by providing a timetable for a number of Supplementary Planning Documents (SPD) due in 2023/24.
- 3.2 Supplementary Planning Documents (SPD) (and their predecessors, supplementary planning guidance) complement or expand upon

local plan policies, for example describing in more detail how an allocated site should be developed.

4.0 POLICY IMPLICATIONS

4.1 Members wish to ensure that LDS supports the policies are performing effectively and the DALP strategies are being met.

5.0 FINANCIAL IMPLICATIONS

5.1 The AMRs will need to be updated annually, which will impact on staff resources.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

None

6.2 Employment, Learning & Skills in Halton

None

6.3 A Healthy Halton

Promotes the delivery of the Open Space SPD

6.4 A Safer Halton

None

6.5 Halton's Urban Renewal

Promotes the delivery of the Transport and Accessibility, House of Multiple Occupation, and House Extension SPD's

7.0 RISK ANALYSIS

7.1 There are no legal or financial risks arising from this report.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 There are no equality and diversity implications arising from this report.

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 Promotes the delivery of a Climate Change SPD.

10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

None under the meaning of the Act.

Halton Borough Council

LOCAL DEVELOPMENT STRATEGY - DRAFT

PLANNING AND TRANSPORT POLICY & STRATEGY

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Introduction

- 1.1. This document is the Local Development Scheme (LDS) for Halton and sets out the documents that Halton Borough Council will produce, along with a timetable for the preparation and review of these documents. It provides the starting point for local communities, businesses, developers, service and infrastructure providers and other interested stakeholders to find out what local planning policy documents relate to their area and the timetable for their preparation. The Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) requires local planning authorities to prepare, maintain and publish a LDS. Halton's LDS will be available to view online at [Background Documents \(halton.gov.uk\)](http://backgrounddocuments.halton.gov.uk)

Legal Context

- 1.2. The primary legislation that guides the planning system, including the production of Local Plans is set out in the Planning and Compulsory Purchase Act 2004 with amendments from the 2008 Planning Act and 2011 Localism Act. Further detail on procedures for producing Local Plans is contained within the associated regulations, the latest being the Town and Country Planning (Local Development) (England) Regulations 2012 (as amended) which came into force in April 2012.
- 1.3. The Localism Act (2011) included a number of changes to the “plan-making” system including the ability for local communities to prepare neighbourhood development plans that would form part of the overall development plan for the area. Another important aspect of the legislative changes is the duty to co-operate which requires the Council to co-operate with other local planning authorities and prescribed bodies to maximise the effectiveness of the preparation of the Local Plan and supporting activities so far as it relates to a strategic matter.

The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and subsequently updated on 24 July 2018, 19 February 2019, 20 July 2021, 5 September 2023 and 19 December 2023 by the Ministry of Housing, Communities and Local Government (MHCLG). It sets out the Government's planning policies for England and the Government's requirements for the planning system.

- 1.4. National Planning Practice Guidance was launched by MHCLG in March 2014, it is a completely online resource and is live, which means that guidance can be quickly amended in order to keep it up to date. It provides guidance from MHCLG to planning professionals to guide them in developing sites, making policies and taking decisions on planning applications.

Development Plan

- 1.5. The statutory Development Plan is the set of Local Plans (also known as Development Plan Documents (DPDs)) that together form the statutory basis for determining whether or not planning permission should be granted.

- 1.6. Local Plans are planning documents that contain policies for the use and protection or development of land, usually including the allocation of land for development. These must be in general conformity with government guidance, in particular the National Planning Policy Framework.
- 1.7. Neighbourhood development plans are defined by NPPF as a plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described within the [Planning and Compulsory Purchase Act 2004](#). They are required to undergo formal consultation and preparation procedures including an examination by an independent person and a public referendum. Subject to the successful completion of these procedures the neighbourhood development plan will ultimately be adopted by the council as part of the statutory development plan.
- 1.8. The Development Plan for Halton currently comprises: the Halton Delivery and Allocations Local Plan (2022) which incorporates a number of policies from the Core Strategy 2013 and the Joint Waste Local Plan (2013).
- 1.9. Parish Councils or neighbourhood forums have an option to produce Neighbourhood Plans on their own behalf and in their own timescale, the local development scheme does not seek to set this out. To date no parishes or neighbourhood areas in the Borough have yet begun the formal process to begin the development of such a plan.
- 1.10. Supplementary Planning Documents (SPD) (and their predecessors, supplementary planning guidance) complement or expand upon local plan policies, for example describing in more detail how an allocated site should be developed. A SPD cannot allocate new sites for development nor contain new policies for the use or development of land, and they must not conflict with the adopted development plan. SPDs are subject to community involvement but do not require independent Examination. They do not form a statutory part of the development plan for the authority but are a material consideration when assessing any planning application to which they relate.

Local Development Scheme

Halton Delivery and Allocations Local Plan

- 1.11. The recently adopted Local Plan provides a robust and up-to-date policy framework to guide future development within the Borough. Specifically, the Local Plan has:
 - a. Replaced selected policies from the Halton Local Plan Core Strategy (adopted April 2013) and the remaining saved policies of the Halton UDP (adopted April 2005).
 - b. Allocates land for residential, employment, retail, leisure and other land uses.
 - c. Designates areas protected for landscape, nature conservation, environmental and heritage reasons.
 - d. Provides policies to guide decision making in the development management process.

Halton Borough Council is currently preparing a number of supplementary planning documents to support the policy implementation of the adopted Halton Delivery and Allocations Local Plan (2022).

Officers are working closely with colleagues in the Liverpool City Region Combined Authority and the production of the LCR LDS, to ensure that they

The most recent revision of the NPPF in December 2023 has been reviewed against current DALP policies and have been found to be sound.

Timetable

- 1.12. More detail is provided in Appendix A.
- 1.13. The Council is liaising with partner authorities across the Liverpool City Region on the review and possible replacement of the Joint Halton and Merseyside Waste Local Plan.
- 1.14. Other planning documents intended to be prepared by the Council include:
 - a. Open Space SPD
 - b. Transport and Accessibility SPD
 - c. Housing of Multiple Occupation SPD
 - d. Climate Change SPD
 - e. House Extensions SPD

Indicative Timetable

	2023		2024				2025				
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Open Space SPD				▶							
Transport & Accessibility SPD			▶								
LCR Environmental Protection SPD	▶										
Housing of Multiple Occupation SPD		▶									
Climate Change SPD		▶									

House Extension SPD										

- 1.15. The following supporting documents have been or are being produced by the Council to support the policy contained within the Local Plan and to provide more guidance to those undertaking development or to those making decisions on planning applications.
- 1.16. **Local Development Orders (LDO)** are policy instruments that extend permitted development rights for certain forms of development that the local authority considers to be suitable, either in general or limited to defined areas. LDOs are intended to simplify development. Development that conforms to an LDO would not require planning permission.

Process Documents

- 1.17. A **Sustainability Appraisal Report (SA)** is prepared alongside a planning document, including the Local Plan, to ensure that the document as a whole reflects a balance of sustainable development objectives (social, environmental and economic factors). The SA incorporates the requirements of the European Union (EU) Strategic Environmental Assessment (SEA) Directive 2001/42.
- 1.18. **Habitats Regulations Assessment (HRA)** is a requirement of the European Habitat Directive and seeks to assess the potential impact of a proposed plan in conjunction with the other plans and policies on one or more European Habitat sites. This is also referred to as the Appropriate Assessment (AA).
- 1.19. An updated **Infrastructure Delivery Plan (IDP)** has been prepared alongside the Local Plan to identify essential supporting infrastructure and services, how they will be delivered and by whom.
- 1.20. **Authority Monitoring Report (AMR)** will set out whether the Council is on target to meet the milestones set out in the LDS, it will provide information on whether the policy targets included in the Local Plan are being achieved and will identify key issues that are relevant to the borough that should be used to revise the LDS if necessary.
- 1.21. **Statement of Community Involvement (SCI)** – The Halton SCI was updated and approved in 2020. It sets out how the community will be involved in the preparation, alteration and review of planning policy documents produced by the Council and how they can be expected to be consulted on planning applications.
- 1.22. **Annual Infrastructure Funding Statement (AIFS)** - is annual public report which provides a summary of developer contributions in line with government guidance.

3. Evidence Base

- 3.1 The key pieces of Halton's existing evidence base which will be used to support the Local Plan are set out below (please note that other existing evidence base documents may also be used, where required, alongside these):

A	Whole Plan Viability Study (HDH Planning & Development Ltd 2019)	The study assessed the viability impacts of emerging planning policies to ensure that the Local Plan, when taken as a whole, is viable and deliverable and providing evidence to support affordable housing provision from qualifying sites.
B	Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) (GL Hearn 2017)	This study identifies housing and employment land needs for the City Region over the period to 2037
C	Liverpool City Region Strategic Housing and Employment Land Availability Assessment Vol.2 (March 2018) (GL Hearn)	This study quantifies the potential supply of land for large scale B8 (warehousing).
D	Joint Employment Land and Premises Study (BE Group, 2010)	The study assesses the quantity and quality of employment land in the Borough and recommends future allocations of employment land to maintain economic growth.
E	Halton Retail Study (England & Lyle 2017):	This is a capacity study looking to identify trading roles and performance of the Borough's main retail centres and to quantify the need, if any, for additional provision.
F	Halton Landscape Character Assessment (TEP, 2009):	This identifies, describes and maps areas according to various landscape character types.
G	Halton Open Space Study (PMP and HBC, 2006/2021).	The study assesses existing and future needs for open space, sport and recreation in Halton and the current ability to meet these needs.
H	Halton Strategic Flood Risk Assessment Level 1 (HBC, 2017)	Provides a detailed assessment of the extent and nature of the risk of flooding and the implications for future development.
I	Halton Level 2 Strategic Flood Risk Assessment (JBA, 2019)	Detailed flood risk assessment for individual potential development sites, focusing on risk from three primary watercourses.

J	Liverpool City Region Renewable Energy Capacity Study (Arup, 2010):	This study identifies Energy Priority Zones for the delivery of low and zero carbon technologies.
K	Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (June 2018)	Assessment of accommodation and related service needs of Gypsies, Travellers and Travelling Show people across Halton, Warrington and Cheshire.
L	Liverpool City Region and Warrington Green Infrastructure Framework Draft (Mersey Forest, 2013)	This Framework provides information and new perspectives on green infrastructure across the seven local authorities.
M	Liverpool City Region and Warrington Green Infrastructure Framework Action Plan (Mersey Forest, 2013):	This Plan identifies actions at a city region level that meet key priorities of the Green Infrastructure Framework.
N	Listed Buildings in Halton:	Compendium detailing each of the Listed Buildings in Halton, including location map and image(s) of the property or structure.
O	Mersey Gateway Regeneration Strategy (HBC and GVA, 2008)	This study details the opportunities that the Mersey Ga
P	Halton Green Belt Study: (HBC 2018):	This study reviews and assesses the Green Belt around Widnes and Hale, Runcorn, Moore, Daresbury and Preston-on-the-Hill.
Q	Strategic Housing Land Availability Assessment (2020)	This is the main mechanism to identify a deliverable and developable supply of sites in the Borough for housing.
R	Halton Housing Land Availability Report (annual update)	This report provides data on land availability and take-up (build) rates for housing within Halton
S	Halton Employment Land Availability Report (annual update)	This report provides data on land availability and take-up (build) rates for employment uses within Halton
T	Liverpool City Region Transport Plan for Growth: (2015)	This document combines the key elements from the Local Transport Plans for Merseyside and Halton
U	Playing Pitch Strategy: (2021)	This strategy assessed existing and future needs for playing pitch provision in Halton.
V	Halton Local List:	This document identifies the non-designated heritage assets in Halton.
W	Liverpool City Region Ecological Network (MEAS, 2015)	This study assessed existing and future needs for ecological site protection and potential enhancement.

X	Halton Non-Breeding Birds Survey (Avian Consulting 2019):	This survey identified functionally linked habitat associated with the Special Protection Area of the Mersey Estuary for overwintering non breeding wetland birds.
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4. Delivery

- 4.1. There will always be an element of uncertainty associated with a document of this nature. It is legitimate to ask how reasonable and achievable the targets are set out above, and what issues may affect the overall delivery of the LDS.
- 4.2. An assumption has been made over the amount of time that will need to be allocated to public and stakeholder involvement. Whilst this has been based on past experience, it cannot accurately predict how many people will wish to engage with the Council on a particular project.
- 4.3. The programme has to be flexible in terms of staff, both the turnover and the allocation of work – neither can be fully accounted for over a three-year period.

Project Management and Resources

- 4.4. Preparation of the planning documents will be led by the Council's planning policy team. The work will be complemented by other council officers with specialist expertise in particular areas e.g. housing, urban design, heritage and conservation, leisure, transport, environment, health and legal. In addition, external resources may be called upon, including Merseyside Environmental Advisory Service (MEAS) and consultants for certain projects.
- 4.5. The Operational Director for Policy, Planning and Transportation has a strategic overview of the production of planning policy documents; the Principal Officer for Planning and Transport Strategy is responsible for the management of the programme and document production.
- 4.6. Elected member involvement in plan preparation is primarily via the Local Plan Working Party. This group provides advice and feedback to officers on a range of planning policy matters. The decision to submit the Local Plan to the Secretary of State and subsequent stages up to and including adoption will be via full Council resolution, but agreement to publicly consult on draft documents can be given by the Executive Board.

Monitoring and Review

- 4.7. To ensure that the plan process is achieving its objectives, the Authority Monitoring Report (AMR) will set out the progress and effectiveness of the plan preparation processes. The AMR is updated annually and will report key milestones in relation to the progress of the development plan documents such as the Annual Infrastructure Fund Statement (AIFS) and Halton's Employment Land Assessment (HELA) amongst other relevant items.
- 4.8. Unforeseen developments such as the closure of a major employer may lead to the requirement for the Local Development Scheme to be reviewed earlier as this may require new SPDs or DPDs to be produced urgently whilst other documents are delayed.

Risk Assessment

- 4.9. The table below identifies possible risks that could be encountered in the implementation of this LDS. It sets out an evaluation of the significance of the potential risk and the mitigation measures to manage risk should it occur.

	Risk	Likelihood	Issue	Mitigation
1	IT Systems	Medium	<ul style="list-style-type: none"> • Insufficient expertise • Resources – software, hardware and staff • Loss of data • Lack of access to data held by other teams • Changes to systems used could all lead to slippage in the programme. 	Staff training, appropriate resourcing, and improvements to data access could reduce these risks.
2	Staffing Issues	High	<ul style="list-style-type: none"> • Loss of experienced staff • Reduced numbers of staff • Sickness <p>Could lead to slippage in the programme, reduced staff moral and motivation, over work of existing staff potentially leading to sickness within the team and thereby increasing the issue.</p>	Prompt recruitment of new staff, or temporary staff and careful management of the work programme could reduce these risks.
3	Political Delay	Medium	<ul style="list-style-type: none"> • Committee cycle dates • Last minute changes and amendments • Change in National or Sub-Regional Government <p>Reporting procedures and long lead in times may lead to slippage in the programme.</p>	Ensuring involvement of members throughout the process and regular reviews of the programmed should help to reduce this risk.

	Risk	Likelihood	Issue	Mitigation
4	Change in National / Local Government Policy	High	All stages of Local Plan preparation are influenced by government policy. Changing policies/priorities and uncertainty for the Local Plan.	Ensure that policy team is abreast of changes in policy.
5	Team undertaking other work	High	Resources are finite (3 FTE). If the project team is required to input in to other priority areas of the Authority or Combined Authority, this is likely to cause slippage in the programme.	Local Plan to be a corporate priority ensuring team remain focused on delivery.
6	Volume of work greater than anticipated	Medium	This may include a higher number of representations than expected, new work areas, or additional evidence base requirements leading to slippage in the programme.	Ensure timetable is realistic and has a degree of built-in flexibility.
7	Duty to Co-operate	Medium	<ul style="list-style-type: none"> • Joint Working • Negotiation When working to differing timelines, priorities for joint working may differ and lead to delays in evidence or discussion taking place.	Ensure that timetables are realistic and reflect partner authorities' / organisations' ability to contribute to joint working.
8	Consultation Fatigue	Medium	<ul style="list-style-type: none"> • Lack of responses • Lack of understanding with regard to the purpose/content of the plan. 	Ensure approach set out in the SCI is used, where possible adopt new ideas to improve consultation. Use plain English.
9	Need for further consultation	Medium	It can be hard to predict where and when extra consultation may be required but may be as a result of the Hearing or due to the levels of comments received.	Ensure timetable is realistic, reviewed regularly and has a degree of built in flexibility.
10	Need for specialist Input	High	It is normally possible to foresee where there is a need for specialist involvement therefore reducing the risk associated with this issue. However, on occasions e.g. where new Government guidance is created, it may be necessary to use specialists without additional time being built into the programme, therefore causing delays.	Ensure that policy team is abreast of changes in policy and allow for some flexibility in the AMR.

Acronyms

AMR	Authority Monitoring Report
CIL	Community Infrastructure Levy
CLG	Department of Communities and Local Government
DPD	Development Plan Document
LDO	Local Development Order
LDS	Local Development Scheme
NDP	Neighbourhood Development Plan
NPPF	National Planning Policy Framework
PPG	National Planning Policy Guidance
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SPD	Supplementary Planning Document

Appendix A:

Local Development Scheme Details

Open Space SPD		
Document Details		
Title	Open Space SPD	
Role and Content	Sets out detailed guidance for the public, planners, housing providers, developers and their agents, clarifying definitions and procedural matters in dealing with planning applications and Open Space requirements.	
Status	Material Consideration in the determination of planning applications.	
Geographical coverage	Borough wide	
Chain of Conformity	Conforms with the Delivery and Allocations Local Plan specifically policy HE1 and National Planning Policy Framework	
Timetable and Milestones		
Start	Begin collation of evidence and start engaging stakeholders in the early preparation of the document	
SA Scoping	Consultation on the scope of the Sustainability Appraisal	
Initial Consultation	Iterative process – identifying issues and options, developing preferred options and taking account of the evidence base	
Publication	Publish the final draft document and consult for 4 weeks on the content prior to adoption.	
Adoption	Document adopted and published	
Arrangements for Production		
Lead Department	Planning Policy	
Management arrangements	Executive Board approval will be required for public consultation on draft Plan(s). Full Council approval will be required for adoption.	
Resources	To be provided within the Planning Policy budget.	
Involving Stakeholders and Community	Consultation will be undertaken in line with the Regulations and the Statement of Community Involvement (SCI 2020).	
Post Production		
Monitoring	Monitored by the Authority Monitoring Report (AMR).	
Review	The effectiveness of this SPD will be reviewed through the data collected within the AMR.	
Transport and Accessibility SPD		
Document Details		
Title	Transport and Accessibility SPD	
Role and Content	This SPD will show how development can satisfy the requirements of accessibility policies contained within Halton's Development Plan. It will assist developers in ensuring that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles. The main objective of the SPD is to ensure a good choice of travel modes to all new development.	
Status	Material Consideration in the determination of planning applications.	

Geographical coverage	Borough wide	
Chain of Conformity	Conforms with the Delivery and Allocations Local Plan specifically CSR 15 / C1 and National Planning Policy Framework	
Timetable and Milestones		
Start	Begin collation of evidence and start engaging stakeholders in the early preparation of the document	Commenced
SA Scoping	Consultation on the scope of the Sustainability Appraisal	
Initial Consultation	Iterative process – identifying issues and options, developing preferred options and taking account of the evidence base	
Publication	Publish the final draft document and consult for 4 weeks on the content prior to adoption.	
Adoption	Document adopted and published	
Arrangements for Production		
Lead Department	Planning Policy	
Management arrangements	Executive Board approval will be required for public consultation on draft Plan(s). Full Council approval will be required for adoption.	
Resources	To be provided within the Planning Policy budget.	
Involving Stakeholders and Community	Consultation will be undertaken in line with the Regulations and the Statement of Community Involvement (SCI 2020).	
Post Production		
Monitoring	Monitored by the Authority Monitoring Report (AMR).	
Review	The effectiveness of this SPD will be reviewed through the data collected within the AMR.	
Liverpool City Region Environmental Protection SPD		
Document Details		
Title	LCR Environmental Protection SPD	
Role and Content	This Supplementary Planning Document sets out in detail, the Liverpool City Region and Council's approach to dealing with Environmental Protection.	
Status	Material Consideration in the determination of planning applications.	
Geographical coverage	Liverpool City Region wide	
Chain of Conformity	Conforms with Halton's Delivery and Allocations Local Plan specifically policy CSR20 and National Planning Policy Framework	
Arrangements for Production		
Lead Department	MEAS / Planning Policy	
Management arrangements	Executive Board approval will be required for public consultation on draft Plan(s). Full Council approval will be required for adoption.	
Resources	To be provided within the LCR Planning Policy budget.	
Involving Stakeholders and Community	Consultation will be undertaken in line with the Regulations and the Statement of Community Involvement (SCI 2020).	

Timetable and Milestones	
Start	Begin collation of evidence and start engaging stakeholders in the early preparation of the document
SA Scoping	Consultation on the scope of the Sustainability Appraisal
Initial Consultation	Iterative process – identifying issues and options, developing preferred options and taking account of the evidence base
Publication	Publish the final draft document and consult for 4 weeks on the content prior to adoption.
Adoption	Document adopted and published
Post Production	
Monitoring	Monitored by the Authority Monitoring Report (AMR).
Review	The effectiveness of this SPD will be reviewed through the data collected within the AMR.
Houses of Multiple Occupation SPD	
Document Details	
Title	Houses of Multiple Occupation SPD
Role and Content	This SPD is intended to raise awareness and assist in the appropriate designation of HMOs to ensure quality, equitable distribution of the designated properties.
Status	Material Consideration in the determination of planning applications.
Geographical coverage	Borough wide
Chain of Conformity	Conforms with the Delivery and Allocations Local Plan specifically CS(R)12, RD3, C2, and GR2, and National Planning Policy Framework
Arrangements for Production	
Lead Department	Planning Policy
Management arrangements	Executive Board approval will be required for public consultation on draft Plan(s). Full Council approval will be required for adoption.
Resources	To be provided within the Planning Policy budget.
Involving Stakeholders and Community	Consultation will be undertaken in line with the Regulations and the Statement of Community Involvement (SCI 2020).
Timetable and Milestones	
Start	Begin collation of evidence and start engaging stakeholders in the early preparation of the document
SA Scoping	Consultation on the scope of the Sustainability Appraisal
Initial Consultation	Iterative process – identifying issues and options, developing preferred options and taking account of the evidence base
Publication	Publish the final draft document and consult for 4 weeks on the content prior to adoption.

Adoption	Document adopted and published	
Post Production		
Monitoring	Monitored by the Authority Monitoring Report (AMR).	
Review	The effectiveness of this SPD will be reviewed through the data collected within the AMR.	

Climate Change SPD

Document Details		
Title	Climate Change SPD	
Role and Content	Sets out detailed guidance for the public, planners, housing providers, developers and their agents, clarifying definitions and procedural matters in dealing with planning applications and Open Space requirements.	
Status	Material Consideration in the determination of planning applications.	
Geographical coverage	Borough wide	
Chain of Conformity	Conforms with the Delivery and Allocations Local Plan specifically policy CSR20 ,21 and HEI and National Planning Policy Framework	

Timetable and Milestones

Start	Begin collation of evidence and start engaging stakeholders in the early preparation of the document	
SA Scoping	Consultation on the scope of the Sustainability Appraisal	
Initial Consultation	Iterative process – identifying issues and options, developing preferred options and taking account of the evidence base	
Publication	Publish the final draft document and consult for 4 weeks on the content prior to adoption.	
Adoption	Document adopted and published	

Arrangements for Production

Lead Department	Planning Policy
Management arrangements	Executive Board approval will be required for public consultation on draft Plan(s). Full Council approval will be required for adoption.
Resources	To be provided within the Planning Policy budget.
Involving Stakeholders and Community	Consultation will be undertaken in line with the Regulations and the Statement of Community Involvement (SCI 2020).

Post Production

Monitoring	Monitored by the Authority Monitoring Report (AMR).
Review	The effectiveness of this SPD will be reviewed through the data collected within the AMR.

House Extension SPD

Document Details		
Title	House Extension SPD	
Role and Content	This SPD is intended to help householders, developers, agents and architects who are planning and designing an extension or alterations (householder development) to an existing residential property, including conservatories and outbuildings.	
Status	Material Consideration in the determination of planning applications.	

Geographical coverage	Borough wide	
Chain of Conformity	Conforms with the Delivery and Allocations Local Plan specifically RD3 and CSR 18 and National Planning Policy Framework	
Arrangements for Production		
Lead Department	Planning Policy	
Management arrangements	Executive Board approval will be required for public consultation on draft Plan(s). Full Council approval will be required for adoption.	
Resources	To be provided within the Planning Policy budget.	
Involving Stakeholders and Community	Consultation will be undertaken in line with the Regulations and the Statement of Community Involvement (SCI 2020).	
Timetable and Milestones		
Start	Begin collation of evidence and start engaging stakeholders in the early preparation of the document	
SA Scoping	Consultation on the scope of the Sustainability Appraisal	
Initial Consultation	Iterative process – identifying issues and options, developing preferred options and taking account of the evidence base	
Publication	Publish the final draft document and consult for 4 weeks on the content prior to adoption.	
Adoption	Document adopted and published	
Post Production		
Monitoring	Monitored by the Authority Monitoring Report (AMR).	
Review	The effectiveness of this SPD will be reviewed through the data collected within the AMR.	

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	21 st February 2024
REPORTING OFFICER:	Executive Director Environment & Regeneration
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Electric Vehicle Charging Strategy
WARDS:	Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 To present the Board with a draft Electric Vehicle Charging Point (ECP) Strategy for consideration.
- 1.2 This strategy provides an ECP infrastructure implementation plan and support the Council in its efforts to reach net zero through its Climate Change Action Plan (CCAP, 2022) and its longer-term commitment to reach Net Zero in 2040. The strategy explores a pathway to meeting the future needs meeting the electric vehicle charging infrastructure needs in the future for its residents and businesses.
- 1.3 The Electric Charging Point Strategy builds upon and provides more detailed guidance on how to deliver a programme of EV infrastructure in line with the current central government's policies (Transport Decarbonisation Plan, 2021) and supports the adopted local plan. The strategy introduces opportunities to deliver a boroughwide Electric Vehicle Charging network, providing information on predicted future demand, guidance regarding location, and type of the Electric Vehicle Chargers required.
- 1.4 Endorsement of the strategy would be the first step in enabling officers to seek external funding via the Liverpool City Region, further develop a delivery strategy and consult with the public (for 28 day periods) on the various phases of delivery over the next 5 years (or relevant funding period) in the event that the Council is successful in securing appropriate external funding.

2.0 RECOMMENDATION: That the Board endorse the Electric Vehicle Charging Point Strategy (Appendix 1).

3.0 SUPPORTING INFORMATION

- 3.1 Within Halton's Local Transport Plan 3 there is recognition that there are numerous benefits to reducing emissions from transport, and it can

support a number of issues such as economic growth, improving population health, creating equitable transport systems and the formation of a cleaner, more efficient transport system.

- 3.2 The UK Government zero emission vehicle mandate (DfT September 2023) requires 80% of new cars and 70% of new vans sold in Great Britain to be zero emission by 2030, increasing to 100% by 2035. The 2035 end of sale date puts the UK in line with other major global economies, including France, Germany, Sweden and Canada.
- 3.3 The UK Electric Vehicle Infrastructure Strategy sets out the vision and action plan for Electric Vehicle Charging Infrastructure (EVCI) in the United Kingdom. The vision for 2030 is that barriers for EVCI will be removed and that EV charging will become cheaper and more convenient than petrol fuelling.

The Vision for Halton's Electric Charging Point Strategy is:

- Everyone can find and access reliable public chargepoints irrespective of where they live.
- Effortless on and off-street charging for commercial and private drivers.
- Fairly priced and inclusively designed public charging that is accessible to all.
- A market-led EV rollout for most chargepoints.
- Infrastructure is seamlessly integrated into a smart energy system.
- Continued innovation to meet drivers' needs.

Whilst the UK has been a leader in the transition to EVs and accelerated the pace of their deployment, significant challenges remain. These include the slow pace of EVCI rollout.

- 3.4 The Council has regular opportunity to bid for significant amounts of funding, potentially in partnership with other authorities in the City Region to help deliver locally on the above vision for the UK. Therefore, Halton has developed its own local EV strategy, to identify the future need and delivery strategy for Electric Vehicle Charging Infrastructure (EVCI) within the Borough. This will enable the Council to be prepared for future external funding opportunities in partnership with the Liverpool City Region, to deliver the required infrastructure in the most effective locations.
- 3.5 The Halton strategy considers the baseline situation with regard to EV ownership and existing charging infrastructure (56 publicly accessible chargepoints across Halton of various power/charging speeds as of October 2023). It also provides forecasting to estimate the likely number of chargers of different types which will be required, as well as the potential distribution and locations of the chargers. This takes into account factors such as electricity grid (and where network upgrades are required),

Indices of Multiple Deprivation (to ensure charging is available to all), key buildings/destinations and road network.

3.6 It is identified that by 2032 Halton will require the following number of devices and the strategy sets out how these may be distributed and delivered:

- 1520 residential (7kW) chargepoint sockets across 316 locations.
- 496 destination chargepoints (7-22kW) across 17 catchment areas (areas around longer stay hubs such as stations schools, community centres, hospitals).
- 228 rapid chargers (50kW+) over 18 catchment areas (areas around shorter stay hubs such supermarkets, fuel stations, leisure).

3.7 The report also considers potential delivery/procurement mechanisms (public/private or combination). Alternative solutions such as cable gullies to allow safe placement of private charging cables to pass underneath footways (e.g. Kerbo, Gul-e) are also considered. Alternative fuel sources (e.g. Hydrogen, Low carbon (bio/synthetic) fuels (LCF) are discussed, although the main focus of the document is to consider requirements for EV infrastructure, noting that UK Committee for Climate Change (CCC) advice for the sixth carbon budget suggested that biofuels should be phased out from usage in cars and vans by 2040 so that they are available for larger vehicles.

4.0 POLICY IMPLICATIONS

4.1 The Electric Vehicle Charging Strategy contains an overview of relevant policy documents as set out below:

National Strategy and Policy	Regional Policy	Local Policy
The UK Electric Vehicle Infrastructure Strategy	Liverpool City Region's 4th Local Transport Plan	Halton Borough Council's Climate Change Action Plan 2022-2027
The Plugged-In Places scheme	The Liverpool Local Plan 2013-2033	Halton Delivery and Allocations Local Plan 2022
Transport Decarbonisation Plan of 2021	The Third Local Transport Plan for Merseyside Part One	Halton Third Local Transport Plan 2011-2026
The Transitioning to Zero Emission Cars and Vans: 2035 Delivery Plan	The Third Local Transport Plan for Merseyside Part Two	
Net Zero Strategy (Build Back Greener)	TfN Electric Vehicle Framework	
UK Government Climate Change Act		
Ten Point Plan for the Green Industrial Revolution		
Incorporating EV Charge points into Local Planning Policies for New Developments		

5.0 OTHER IMPLICATIONS

5.1 The formal adoption and implementation of the recommended strategy will require additional staff resources. This will depend on funding allocations and further detailed delivery plan. For example, significant officer resource is likely to be required for consultation, procurement, and

detailed technical approval, site installation monitoring and ongoing management of contracts for the amount of infrastructure being proposed. (There is no current dedicated staff resource for EV charging within the Council). It is still to be decided how this resource requirement is likely to be shared by Halton as Local Authority and the LCR Combined Authority.

- 5.2 The PPB Board's considerations together with a delivery plan will be presented to Executive Board in due course.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

The objective of the strategy is to ensure a clean, and healthy environment for all residents, including children and young people to live.

6.2 Employment, Learning & Skills in Halton

None

6.3 A Healthy Halton

The objective of the strategy is to ensure properties provide a safe and healthy environment for all residents to live.

6.4 A Safer Halton

None

6.5 Halton's Urban Renewal

The strategy supports the Local Plan Policies CS(R)7, C1, and GR2.

7.0 RISK ANALYSIS

- 7.1 There are no legal or financial risks arising from this report.

8.0 EQUALITY AND DIVERSITY ISSUES

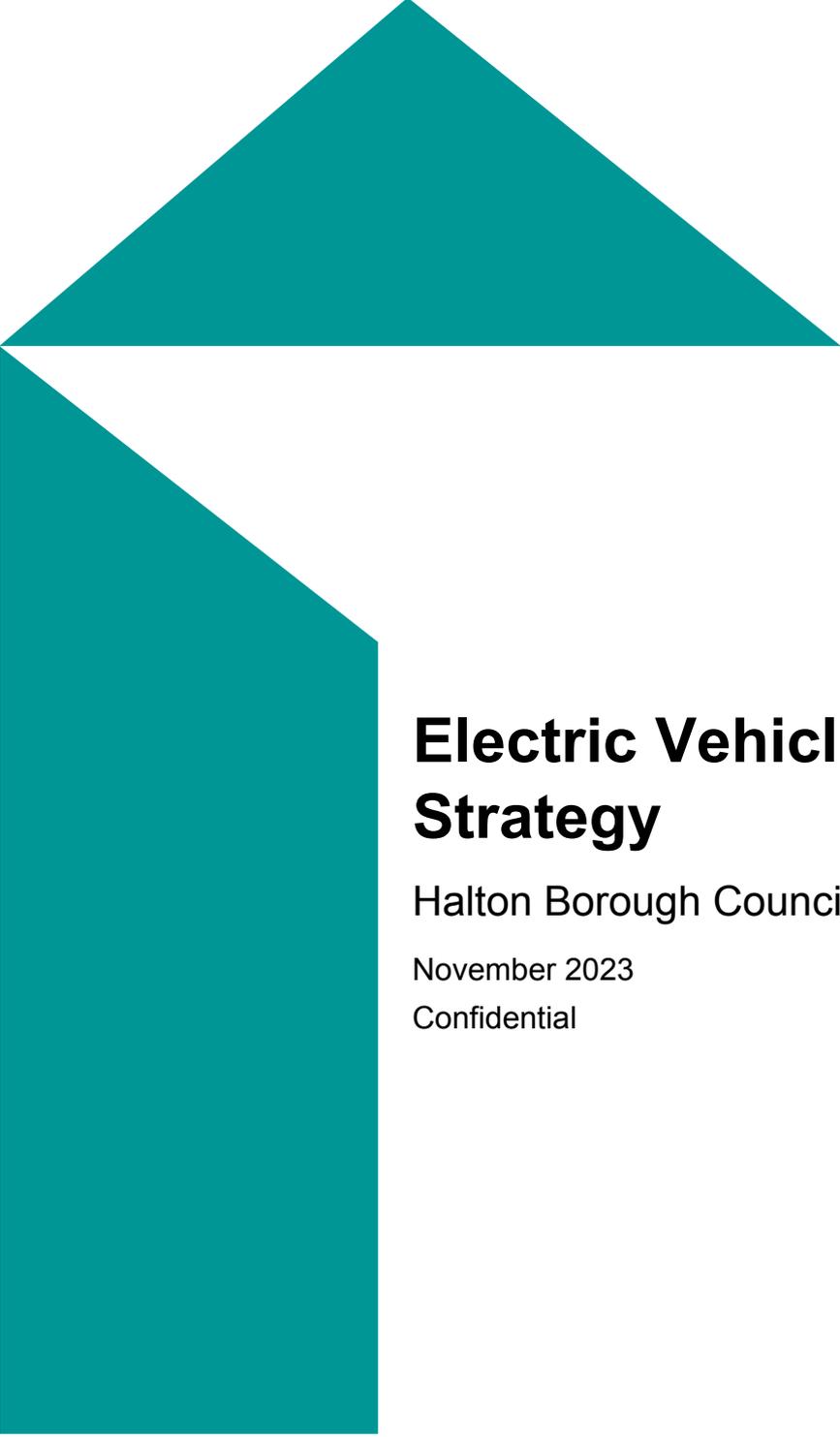
- 8.1 There are no equality and diversity implications arising from this report.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 The strategy supports the reduction of transport related emissions in the Borough by increasing the number of accessible Electric Charging Points.

10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

None under the meaning of the Act.



Electric Vehicle Charging Strategy

Halton Borough Council

November 2023

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Halton Borough Council
Municipal Building
Kingsway
Widnes
WA8 7QF

Electric Vehicle Charging Strategy

Halton Borough Council

November 2023 Confidential

Issue and Revision Record

Revision	Date	Originator	T. Checker	Checker	Approver	Description
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B	November 2023	L Liu / S Stephen	M Joyce	R Ramshaw	C Jolley	Final Version following Client Review

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Information class: Standard

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1 Introduction

1.1 Overview

This report outlines a strategy for implementing Electric Vehicle Charging Infrastructure (EVCI) which supports Halton Borough Council (the Council) in its efforts to reach net zero and meet the future needs of Electric Vehicle (EV) demand across the local authority area.

1.2 Background and Scope

The report sets out the likely requirements for EVs and associated charging infrastructure as part of a wider need to decarbonise and mitigate the impacts of climate change. In advance of a Liverpool City Region Combined Authority (CA) application to the UK Government's LEVI fund, The Council commissioned Mott MacDonald to create an EVCI strategy document for the full Halton Borough Council local authority area.

A baselining exercise was undertaken to establish levels of existing EVs and EVCI within Halton. A demand forecasting exercise was then completed to estimate EV uptake to 2032, followed by analysis indicating the extent of the public charging network required to support the forecast uptake with potential grid impacts noted.

A high-level overview of likely private sector investment has been provided for EVCI. The strategy concludes with several recommendations and a series of suggested next steps to support EV uptake and future rollout and deployment of EVCI.

1.3 Report Structure

This strategy is structured as follows:

- **Section 2:** Background and Context of Electric Vehicles
- **Section 3:** Policy and Strategy
- **Section 4:** Baseline Position
- **Section 5:** Stakeholder Engagement
- **Section 6:** Network Vision
- **Section 7:** Demand Forecasting
- **Section 8:** Proposed Charging Network
- **Section 9:** Implementation Consideration
- **Section 10:** Commercial Delivery
- **Section 11:** Next Steps

2 Background and Context of Electric Vehicles

Clear and continuing evidence of climate change now necessitates an urgent reduction in greenhouse gas emissions across all sectors to mitigate its potential impacts. This urgency is reflected by the declaration of a climate emergency by the UK Government in 2019 to highlight the level of change required¹.

2.1 Introduction

In response to the climate emergency declaration and to address the scale of the challenge in Halton, the Council published its Climate Change Action Plan (CCAP)² in February 2022. The plan outlines a range of priorities across the Council's responsibilities to reduce carbon emissions. Three key themes summarise the challenges in reducing emissions from Council operations by 2040, as follows:

- **Climate Friendly** – focus on activities which reduce carbon emissions from services, works and partners to achieve net zero by 2040 using buildings, land and energy.
- **Climate Ready** – increase the resilience of Council operations in communities and local economy to minimise the impacts of climate change, specifically adaptation to climate change.
- **Climate Just** – ensure all of Halton benefit from the net zero transition, ensuring fairness and social justice form the centre of the action plan in achieving climate goals.

These principles form the basis of emission reduction measures across the Council, with “Climate Ready” and “Climate Just” being key themes towards reducing emissions across council services.

When considering the sources of emissions within Halton and the UK, data released by the Department for Business, Energy and Industrial Strategy³ (at the time of writing, the department is undergoing a machinery of government change, and the relevant new department will be the Department for Energy Security & Net Zero) detail the total UK greenhouse gas emissions since

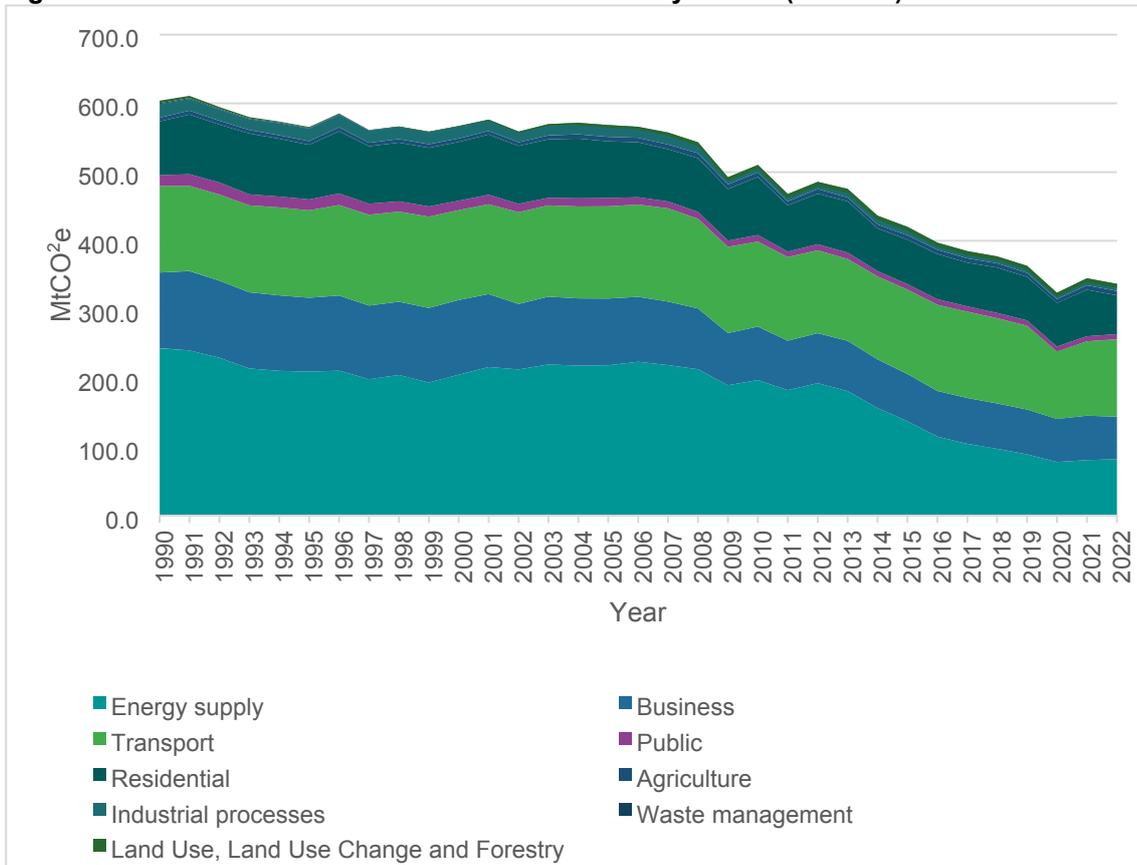
¹ UK Parliament, 2020. Climate and Ecological Emergency Bill. EDM 832: tabled 2nd September 2020.

² Halton Borough Council, 2022. Climate Change Action Plan 2022 – 2027. Available at: <https://councillors.halton.gov.uk/documents/s68214/Climate%20Change%20Action%20Plan%20Strategy%20Template%20-%20Layout%20JT%2028.2.22.pdf>

³ Department for Business, Energy and Industrial Strategy, 2022. Provisional UK greenhouse gas emission national statistics 2021, Table 3. Available at: [Provisional UK greenhouse gas emissions national statistics 2021 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/provisional-uk-greenhouse-gas-emissions-national-statistics-2021)

1990, by sector. The data, shown in Figure 2.1, indicates a general decline in emissions across most sectors since 1990.

Figure 2.1: UK Annual Greenhouse Gas Emissions by Sector (MtCO₂e)



Source: Department for Business, Energy & Industrial Strategy

It is evident that while the energy sector in particular has reduced emissions by over a third since 1990, emissions from transport have remained relatively consistent, aside from a decline during the Covid-19 pandemic. Transport now represents the sector with the greatest emissions in the UK. Despite efficiency improvements in petrol/diesel vehicles, and the growth of hybrid vehicles, these appear to have minimal impact on the total emissions. These improvements have largely been offset by the consumer trends towards larger, heavier SUVs and an overall increase in private car use.

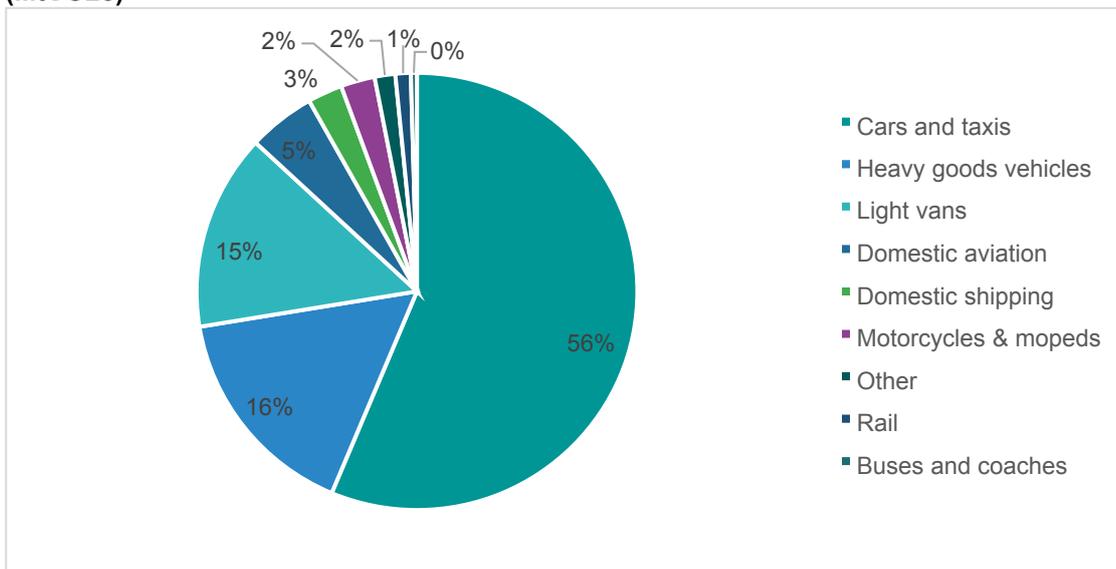
To tackle the challenges presented by the ongoing climate emergency, the UK's transport system must decarbonise.

2.2 Decarbonising Transport

The decarbonisation challenge is acutely evident in the transport sector. There are numerous benefits to reducing emissions from transport, such as economic growth, improved population health, equitable transport systems and the creation of cleaner, more efficient transport systems⁴.

To understand the modes of transport contributing most to emissions, Figure 2.2 illustrates the greenhouse gas emissions by transport mode pre-pandemic in 2019.

Figure 2.2: Greenhouse gas emissions by transport mode: United Kingdom (2020) (MtCO₂e)



Source: Department for Transport ⁵

The graph illustrates that light vehicles including cars and taxis represent the largest source of emissions in transport within the UK, with light vans also representing a similar proportion to HGVs. As such, the transition to electric, low-carbon and zero emission vehicles provides a viable and credible pathway to decarbonisation and Green House Gas (GHG) reduction in the UK, as set out in the 2021 Transport Decarbonisation Plan.

2.3 Context of Electric Vehicles

There are two broad types classified by the Department for Transport, Ultra Low Emission Vehicles (ULEV) and Internal Combustion Engine (ICE) vehicles.

ICE vehicles are primarily reliant on petrol or diesel for fuel and propulsion, within which category we also include Hybrid Electric Vehicles (HEV). This is due to the pure electric range of this type of vehicle being very low; these vehicles are otherwise known as ‘self-charging hybrids’ meaning they are recharged using petrol or diesel, with some energy regenerated through braking to charge a very small battery to power an electric motor. These have a very limited electric-only range typically at low speeds only.

⁴ Department for Transport, 2021. Decarbonising Transport: A better, Greener Britain. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf

ULEVs are a collective term including some reliant on petrol and diesel still via an ICE, namely Plug-in Hybrid Electric Vehicles (PHEV). These are essentially the same as HEV, but with a small battery and the ability to run on electric-only power for up to 40 miles with a primary ICE also. However, these are complex vehicles with two powertrains. Due to the electric-only range, these are also classified as an EV as they can be recharged using EV charging facilities or a standard plug socket.

Battery Electric Vehicles (BEV) use energy stored in a large battery used to power an electric motor, with no other supplementary fuel. Typically, BEVs now have at least 200-mile ranges in car and van form, over double the range of first generation BEVs. These are recharged at EV charging facilities or using a standard plug socket and emit zero emissions at the tailpipe. At Q4

⁵ Department for Transport, 2022. Energy and environment data tables: ENV0201. Available at: [Energy and environment: data tables \(ENV\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-and-data-tables/energy-and-environment-data-tables)

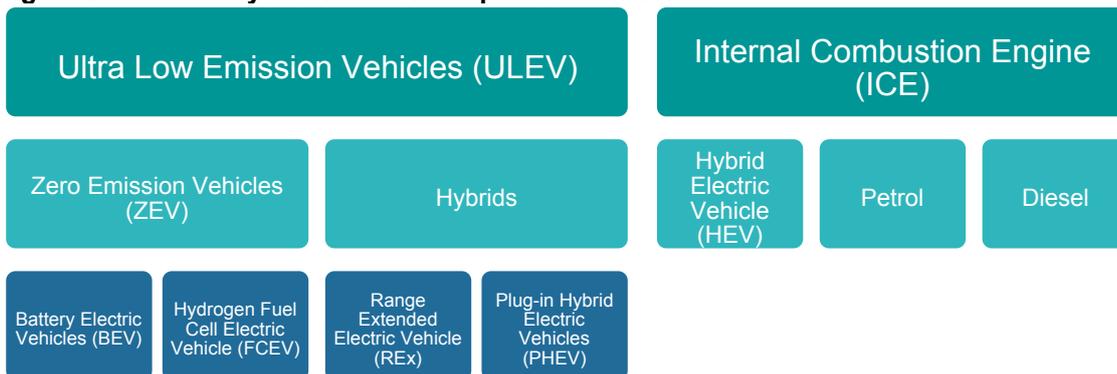
2022 there were over 200 models of electric cars and vans on sale in the UK, plus truck and bus models. There are some EVs which include a supplementary petrol motor which act as a generator, known as a Range Extended (REx) Electric Vehicle. The primary powertrain is still electric, but the generator recharges the battery when it is low on charge or the user can plug in to recharge.

BEV, PHEV and REx can all be classified as Plug-in Vehicles (PiV) all of which have an ability to recharge via a cable. These types of vehicle can use the public charging network or be recharged using a standard 3-pin plug or specialised EV charging device.

Hydrogen vehicles are also a ULEV technology, known as Fuel Cell Electric Vehicles (FCEV). Gaseous hydrogen is stored in pressurised tanks within a vehicle, and the fuel is then converted to electricity using a fuel cell to power a small battery and electric motor.

The context for different fuel types of ground transport vehicles is illustrated in Figure 2.3.

Figure 2.3: Summary of Ground Transport Vehicle Fuels



Source: Mott MacDonald

For the purposes of this study, BEV and PHEV have been included within this EV Strategy.

2.4 Other Decarbonisation Pathways

To decarbonise the transport sector, collaboration is required across multiple sectors that are required to occur simultaneously to collectively achieve the shared outcome.

EVs alone are one aspect in the decarbonisation pathway, however other strategies such as behaviour change, other zero emission technologies and modal shift are also required. Each of these potential options are examined in the following section.

2.4.1 Alternative Fuels

EVs broadly align with the climate change mitigation, decarbonisation and sustainability initiatives of the Council, LCR and the UK Government, recognising the many opportunities EVs can provide⁵. However, there are alternative fuels to EV technology in transport and other decarbonisation pathways include hydrogen and Low Carbon Fuels (LCF).

Hydrogen

There are several potential benefits that hydrogen FCEVs have over current EVs, with typical greater ranges and reduced recharging times. The majority of hydrogen, however, is sourced from fossil fuels (blue hydrogen) as opposed to renewable energy (green hydrogen). The

process of producing hydrogen requires significant amounts of energy, with energy losses being incurred from the electrolysis process, distribution and conversion to electricity. Comparing FCEV and BEV, the overall energy efficiency from production to wheel is approximately 80% for BEV and 30% for FCEV, only marginally greater than ICE at around 20%⁶.

Refuelling options for hydrogen vehicles are also still limited. Currently there are eight hydrogen refuelling stations also across the UK, with the nearest located in Sheffield (a hydrogen refuelling station for buses is currently planned in St Helens)⁷. Conversely, there are over 48,000 EV charging points, as of 31st August 2023, of which nearly 9,000 are rapid/ultra-rapid chargers with a growth of 75% since 2021⁸.

Therefore, weighing up the potential benefits and drawbacks of hydrogen, the International Energy Agency Hydrogen Future paper states that hydrogen will likely have a significant role in the future. However, in terms of transport, it will likely be focused on the decarbonisation of haulage, shipping and aviation, but with limited use-cases for smaller vehicles⁹.

A separate Hydrogen Strategy proposes the use of hydrogen as an energy source for transport within Halton. That study initially focuses on public transport services, however future opportunities for wider application are also considered.

The House of Commons has outlined the role of hydrogen in achieving Net Zero in their Committee Report¹⁰, including recommendations to the UK Government.

⁵ Liverpool City Region Combined Authority, 2019. Combined Authority Transport Plan: Facilitating Inclusive Economy Available at: <https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA-TRANSPORT-PLAN.pdf>

⁶ Transport and Environment, 2022. Rewarding renewable efficiency: The energy efficiency of charging Electric Vehicles with renewable electricity must be rewarded in the RED. Available at: <https://www.transportenvironment.org/wpcontent/uploads/2022/02/TE-Briefing-Rewarding-renewable-efficiency.docx.pdf>

⁷ UKH2Mobility, 2023. Refuelling Stations. Available at: <https://www.ukh2mobility.co.uk/stations/>

⁸ Zap-Map, 2023. How many electric charging points are in the UK 2023. Available at: <https://www.zapmap.com/statistics/#points>

⁹ International Energy Agency, 2019. The Future of Hydrogen. Available at: <https://www.iea.org/reports/the-future-of-hydrogen>

¹⁰ 'The role of hydrogen in achieving Net Zero', House of Commons, December 2022, [The role of hydrogen in achieving Net Zero - Science and Technology Committee \(parliament.uk\)](https://www.parliament.uk)

Low Carbon Fuels

LCFs, while not zero emission, can provide GHG savings compared to fossil fuels across the lifecycle of the fuel. The two largest categories being electro-fuels (e-fuels) and biofuels:

- Biofuels are sourced from biomass including wastes, residues and crops.
- E-fuels are synthetic fuels that are generated using renewable energy sources.

Currently, LCFs are blended into standard petrol and diesel through bioethanol and biodiesel with relatively small content. However, LCFs can be used as complete replacements for petrol and diesel provided the vehicle is adapted for this purpose.

E-fuels however are not yet commercially viable due to the high cost of production, although there have been some promising trials demonstrating technology capability. To be widely adopted however, e-fuels are reliant on large-scale green hydrogen production to produce the fuel. As such, the efficiency of e-fuels is higher than petrol and diesel. However, e-fuels also rely on carbon capture off-setting as combustion still takes place in an engine, emitting some greenhouse gas emissions.

LCFs are potentially advantageous in that most require limited or no vehicle adaptation meaning potential high embedded carbon savings. Further, user experience is similar, if not identical, to ICE vehicles. Nevertheless, there are major limitations around the cost of production and/or supply. As such, the DfT predicts that demand for existing LCFs for cars and vans will decrease over time as BEV become the dominant zero emission technology¹¹. The UK Committee for Climate Change (CCC) advice for the sixth carbon budget produced recommendations on LCFs. They suggested that biofuels should be phased out from usage in cars and vans by 2040, in order to prioritise limited production of LCFs for other vehicle types and sectors which are considered more challenging to decarbonise¹².

2.4.2 Behaviour Change

There are a range of behaviour change and modal shift options which should also form part of transport decarbonisation. In addition to decarbonising transport, reducing the need to travel can also result in significant emission savings. Examples of behaviour change can include, trip shortening through urban planning (e.g. 20-minute neighbourhoods) and car sharing.

2.4.3 Modal Shift

Another key decarbonisation pathway in transportation is increasing the modal share of public transport and active travel use. Reducing the reliance on private vehicles will result in reduced greenhouse gas emissions through zero emission travel options (walking and cycling) or low emission travel through public transport use. In turn, this will also result in lower private vehicle mileage and help reduce congestion.

Transitioning the private car market to EV is a key part of the overall picture of modal shift and behaviour change, with alternative fuels where required.

¹¹ Department for Transport, 2022. Low carbon fuels strategy. Call for ideas. Available at: [Low carbon fuels strategy. Call for ideas. \(publishing.service.gov.uk\)](#)

¹² Climate Change Committee, 2020. The Sixth Carbon Budget: Fuel Supply. Available at: <https://www.theccc.org.uk/wp-content/uploads/2020/12/Sector-summary-Fuel-supply.pdf>

2.5 Electric Vehicle Charging Overview

The scope of the EV strategy accounts for the requirements of publicly available infrastructure for cars and Light Goods Vehicles (LGVs). No other vehicle types have been included in the EVCI analysis, such as Heavy Goods Vehicles (HGVs), Passenger Service Vehicles (PSVs) or motorcycles.

HGVs and buses are likely to be depot based, and so charging requirements are assumed to be largely undertaken at depots. The public requirement is therefore assumed to be minimal, mostly consisting of en-route journey charging. There are also uncertainties in the timescales for the decarbonisation pathway for heavier vehicles, where hydrogen could be a more viable fuel. However, battery-based HGVs are available, albeit with limited ranges suitable for urban environments, with uncertain timescales for availability of longer range HGVs and PSVs. Due to this uncertainty, only cars and LGVs have been analysed as part of this study.

The scope of the work includes the identification of public charging infrastructure. There are four types of publicly accessible EVCI, based on the power output, which are detailed in Table 2.1.

Table 2.1: Types of EV Charging

Charger Type	Output (kW)	Typical Time to Fully Recharge BEV	Examples of Location Suitability
Slow (AC)	Up to 7kW	6 to 12 hours	Residential on-street, workplace, private driveway, car parks, transport hubs.
Fast (AC)	7kW to 22kW	2 to 5 hours	Destinations including car parks, supermarkets, leisure centres, retail parks, transport hubs.
Charger Type	Output (kW)	Typical Time to Fully Recharge BEV	Examples of Location Suitability
Rapid (DC)	43kW to 100kW	20 to 60 minutes	Destinations such as supermarkets, retail parks and transport hubs, or en route journey charging like motorway services and service stations
Ultra-rapid (DC)	100kW to 350kW	15 to 30 minutes	En route journey charging such as motorway services and service stations.

Source: Mott MacDonald

The above chargers can be grouped into Alternating Current (AC) and Direct Current (DC).

- AC chargers use power directly from the electricity grid and typically output 22kW or less. AC charging is dependent on the capacity of the EV's onboard AC charger, which converts AC to DC to recharge the battery. A Type 2 socket is standard for AC charging, with AC chargers typically untethered, meaning the supplied cable with an EV must be used.
- DC charging is faster as there is no AC to DC conversion between the charging station and car battery and the speed of charging is only limited by the battery's voltage and current. Rapid chargers have tethered cables, typically with CHAdeMO¹³ or Combined Charging Standard (CCS) plugs. CCS is the preferred EU standard with CHAdeMO now being phased out.

The higher the charger output, the greater capacity required in the local electricity grid. AC chargers (slow and fast) utilise existing single and three phase power supplies. Therefore, AC

¹³ The name is an abbreviation of Charge to Move. A non-profit company made up of a group of Japanese vehicle manufacturers.

chargers typically have lower installation costs compared to DC chargers (rapid and ultra-rapid), which typically require significant electricity grid upgrades.

There *are* ongoing advancements in technology relating to charger types and battery power which will likely reduce charge times in the future. Additionally, other innovations such as wireless charging may also become more commonplace as vehicle manufacturers implement the technology on a common charging standard.

3 Policy and Strategy

This policy review sets out the applicable national, regional, and local policies/strategies relating to Electric Vehicles (EVs) and associated infrastructures for Halton. The range of policies and strategies have been reviewed to inform the future EVCI vision for the region.

3.1 Overview of Policy and Strategy

Figure 3.1 below highlights a summary of the strategies and policies applicable to EV infrastructure within Halton which have been included in the document.

Figure 3.1: Overview of Policies and Strategies Relating to EVCI

National Strategy and Policy	Regional Policy	Local Policy
The UK Electric Vehicle Infrastructure Strategy	Liverpool City Region's 4th Local Transport Plan	Halton Borough Council's Climate Change Action Plan 2022-2027
The Plugged-In Places scheme	The Liverpool Local Plan 2013-2033	Halton Delivery and Allocations Local Plan 2022
Transport Decarbonisation Plan of 2021	The Third Local Transport Plan for Merseyside Part One	Halton Third Local Transport Plan 2011-2026
The Transitioning to Zero Emission Cars and Vans: 2035 Delivery Plan	The Third Local Transport Plan for Merseyside Part Two	
Net Zero Strategy (Build Back Greener)	TfN Electric Vehicle Framework	
UK Government Climate Change Act		
Ten Point Plan for the Green Industrial Revolution		
Incorporating EV Charge points into Local Planning Policies for New Developments		

Source: Mott MacDonald

3.2 National Strategy

3.2.1 UK Electric Vehicle Infrastructure Strategy

The UK Electric Vehicle Infrastructure Strategy¹⁴ sets out the vision and action plan for EVCI in the United Kingdom. The vision for 2030 is that barriers for EVCI will be removed and that EV charging will become cheaper and more convenient than petrol fuelling. Specific aims include ensuring:

- Everyone can find and access reliable public chargepoints irrespective of where they live
- Effortless on and off-street charging for commercial and private drivers
- Fairly priced and inclusively designed public charging that is accessible to all
- A market-led EV rollout for most chargepoints
- Infrastructure is seamlessly integrated into a smart energy system
- Continued innovation to meet drivers' needs

Whilst the UK has been a leader in the transition to EVs and accelerated the pace of their deployment, significant challenges remain. These include the slow pace of EVCI rollout,

reliability concerns on public chargers, difficulties in use, and price. In addition, EVCI can be a challenge to deliver financially, due to uncertainties on utilisation levels, the cost of grid connections and delays with grid connections especially in more rural locations. Long distance driving in EVs can also be unreliable due to the availability of charging infrastructure on key road network corridors. Many motorway service areas were never designed to have high powered grid connections that could support EVCI rollout. These issues have further contributed to difficulties in expanding the public charging network. Finally, the strategy states that local engagement, leadership, and planning needs further development.

To address these challenges, the following actions have been outlined:

¹⁴ Department for Transport, 2022. Taking Charge: The Electric Vehicle Infrastructure Strategy. Available at: <https://www.gov.uk/government/publications/uk-electric-vehicle-infrastructure-strategy>

- Accelerate the rollout of high-powered chargers along the strategic network via the £950m Rapid Charging Fund
- Transform local on-street charging by ensuring local authorities are obliged to develop and implement local charging strategies
- Address barriers to private sector EV rollout
- Ensure the public EV network is reliable and easy to use
- Ensure chargepoints are seamlessly integrated within the energy system
- Support innovation in business models and technology

3.2.2 Local Electric Vehicle Infrastructure (LEVI)

The LEVI fund¹⁵ supports local authorities in England to help plan and deliver EVCI for residents without off-street parking. The fund also aims to work with the chargepoint industry to improve the roll out of local EVCI.

The fund is comprised of:

- Capital funding to support chargepoint delivery
- Capability funding to ensure that local authorities have the funding to employ and train new staff to plan and deliver EVCI

The LEVI fund has two objectives:

- Deliver a step-change the deployment of local and primarily low-power, on-street charging infrastructure across England
- Accelerate the commercialisation of and investment in the local charging infrastructure sector

Funding is available for county councils, unitary authorities or combined authorities and will support infrastructure delivery across the entire authority. To date, the Liverpool City Region Combined Authority (CA) has indicatively been allocated circa £9.6 million¹⁶.

3.3 National Policy

The Transport Decarbonisation Plan 2021¹⁷ sets out Britain's plans to decarbonise the transport system. Amongst the many commitments detailed to achieve this vision, developing a zero-

emission fleet of cars, vans, motorcycles, and scooters is outlined as a key objective. Examples of actions that will be taken to achieve this commitment are listed below:

- Deliver petrol and diesel phase out dates for new vehicles
- Offer incentives to support demand for zero emission vehicles
- Support and nurture innovation in the UK automotive sector

¹⁵ Department for Transport, 2023. Apply for Local Electric Vehicle Infrastructure (LEVI) funding. Available at: [Apply for Local Electric Vehicle Infrastructure \(LEVI\) funding - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/apply-for-local-electric-vehicle-infrastructure-levi-funding)

¹⁶ Department for Transport, 2023. Local Electric Vehicle Infrastructure (LEVI) funding amounts: capital. Available at: [Local Electric Vehicle Infrastructure \(LEVI\) funding amounts: capital - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/local-electric-vehicle-infrastructure-levi-funding-amounts-capital)

¹⁷ Department for Transport, 2021. Decarbonising Transport: A better, Greener Britain. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf

The National Planning Framework 2021¹⁸ states that sustainable transport modes opportunities should be exploited, and developments should be designed to incorporate “adequate provision of spaces for charging plug-in (infrastructure) and ultra-low emission vehicles”.

The Transitioning to Zero Emission Cars and Vans: 2035 Delivery Plan¹⁹ outlines the requirements needed to enable the phasing out of new petrol and diesel cars by 2030 and the commitment for new cars and vans to be fully zero emission at the tailpipe by 2035. Pathways to realise this commitment include increasing the uptake of zero emission vehicles, making zero emission cars more affordable and improving EV drivers’ experience of public chargepoints.

The Zero Emission Vehicles Transition Council: 2022 Action Plan²⁰ and the Net Zero Strategy (Build Back Greener)²¹ further delineate the UK government’s commitment to making EVs accessible, affordable, and sustainable in all regions by 2030. The plan highlights how the transition to EVs is vital to decarbonise road transport.

3.4 Regional Policy

Liverpool City Region’s 4th Local Transport Plan²² states that one pathway to achieve the UK government’s zero emissions target by 2050 is by taking 30,000 fossil-fuel powered cars off the road, increasing public transport use and active travel or switching to electric vehicles. It is also noted that decarbonising the transport system through scaling up ultra-low emission vehicles would be advantageous for health and economic opportunities. It is important to note that whilst the plan acknowledges the benefits of greater EV uptake, it also highlights the importance of changing the fundamental aspects of how we travel to avoid “switching from a culture often dependent on private petrol and diesel vehicles, to a culture that is dependent on electric or zero emission vehicles”.

The transport plan also notes that the shift to EVs has several barriers to overcome such as cost of purchasing vehicles, EVCI availability, negative impacts of production, such as resource use and emissions, and concerns around the range of mileage.

Transport for the North’s (TfN) Electric Vehicle Charging Infrastructure Framework²³ has been developed to support national government partners and local authorities with the deployment of EVCI. The two key objectives of the framework are to:

- Support delivery of an integrated EV network based on a robust and data-driven evidence base of demand and requirements
-
- Provide a collective route map towards an effective, attractive, and inclusive network The EVCI framework provides key information regarding the:
- Right charging infrastructure, at the right time, in the right place across the region

¹⁸ Ministry of Housing, Communities and Local Government, 2023. National Planning Policy Framework. Available at: [National Planning Policy Framework - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/115111/nppf-2023.pdf)

¹⁹ Department for Transport, 2021. Transitioning to Zero Emission Cars and Vans: 2035 Delivery Plan. Available at: [Transitioning to zero emission cars and vans: 2035 delivery plan - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/100000/transitioning-to-zero-emission-cars-and-vans-2035-delivery-plan.pdf)

²⁰ Department for Business, Energy and Industrial Strategy, 2022. Zero Emission Vehicles Transition Council Action Plan. Available at: [Zero Emission Vehicles Transition Council: 2022 action plan - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/100000/zetcc-action-plan.pdf)

²¹ Department for Business, Energy and Industrial Strategy, 2022. Net Zero Strategy - Build Back Greener. Available at: [Net Zero Strategy: Build Back Greener - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/100000/net-zero-strategy-build-back-greener.pdf)

²² Liverpool City Region Combined Authority, 2022. Our 4th Local Transport Plan: Issues, challenges, and goals: Developing a vision for local transport to 2040. Available at: [LTP4-VISION-090522.pdf \(liverpoolcityregionca.gov.uk\)](https://liverpoolcityregionca.gov.uk/wp-content/uploads/2022/04/LTP4-VISION-090522.pdf)

²³ Transport for the North, 2022. Electric Vehicle Charging Infrastructure Framework. Available at: https://transportforthenorth.com/wp-content/uploads/TFN_EVCI_Doc_Oct2022_02.pdf

- Mixture of charging infrastructure needed to support the region’s travel movements and decarbonisation aims
- Strategic assessment of suitable sites for rapid charger hubs on our major roads network

Data from the associated TfN EV framework data explorer has been utilised in the demand forecasting process to provide high-level requirements for the Halton Borough Council area. These include variables such as charger preferences and forecast EV uptake. These elements are detailed in Section 7.

3.5 Local Policy

In the Council’s Climate Change Action Plan 2022- 2027²⁴, it states that available procurement options for electric vehicles will be reviewed as part of their aim to reduce carbon emissions by 50%. This supports the longer-term Climate Change ambitions for the borough in 2040.

Projects that the council has worked on to contribute to emissions reduction include the installation of “EV chargers at Council locations and throughout residential areas”. However, as of 2022, there are only “two electric vehicles in the Halton Borough Council fleet”. A future key action highlighted by the plan is to “continue the rollout of EV charging infrastructure” with a time frame for delivery of 2022/2026 (Action reference F2, p19).

Halton’s Delivery and Allocations Local Plan 2022 (DALP)²⁵ outlines the importance of ensuring electric and alternatively fuelled vehicle capacity is “built into new development” to allow for “long term climate change mitigation as well as improvements in local air quality”. A target and requirement outlined in the plan is the need to ensure EV charging points are installed and promoted, expressed in policy C2 (parking standards) and C1 (transport network and accessibility).

Halton’s Third Local Transport Plan 2011-2026²⁶ recognises the opportunities for electric vehicle technology to address climate change. Proposed strategies include:

- Ensuring new developments “cater for emerging vehicle technology such as electric vehicle charging points)
- Developing development control policy on EV charging points
- Considering the provision of parking for electric and hybrid vehicles to provide battery charging facilities, located on-street, private car parks, in council, residential properties and places of employment
- Working with local businesses that wish to establish greater fuel efficient, low carbon vehicle technologies or install EV charging points on their grounds
- Pursue governmental bids for the provision of EV charging points
- Reflect on financial incentives for fuel efficient vehicles, especially EVs
- Consider policy on the use of fuel-efficient vehicles for the council’s own fleet ● Publicise governmental incentives for the purchase of fuel-efficient vehicles

²⁴ Halton Borough Council, 2022. Climate Change Action Plan 2022- 2027. Available at:
<https://www4.halton.gov.uk/Pages/planning/climate/climate-change.aspx>

²⁵ Halton Borough Council, 2022. Halton’s Delivery and Allocations Local Plan. Available at:
<https://www3.halton.gov.uk/Documents/planning/planning%20policy/newdalp/DALP%20Adopted.pdf>

²⁶ Halton Borough Council, 2011. The Third Local Transport Plan for Halton – Transport: Providing for Halton’s Needs. Available at:
https://www3.halton.gov.uk/Documents/council%20and%20democracy/transport/Final_LTP3_Web_Version.pdf

- Primary transport strategy no.12 which sets out the case for supporting alternative fuels and vehicles

The Local Transport Plan states how improving traffic and network management will not only reduce emissions, but also, journey time. As such, greater confidence in the use of EVs can be realised – a Halton transport goal.

4 Baseline Position

This section provides an overview of the Halton local authority area and presents the challenges and opportunities around the uptake of EV. The data used in this section comprises of population and housing estimates from the Office for National Statistics (ONS) 2021 Census.

4.1 Study Area

Statistics from the Census 2021 for Halton are provided below in Table 4.1 by Middle Layer Super Output Areas (MSOA) from the ONS²⁷. Household deprivation is expressed in a multitude of dimensions which include education, employment, health and housing and is presented below for households which are deprived in one dimension.

Table 4.1: Halton Area Statistics

MSOA	Population Density (Peron/km2)	Household Deprivation (% of all households)	Social Housing Tenure (% of Total Housing Stock)
Farnworth	1,771	29.1%	3.4%
Upton Rocks	3,921	30.9%	3.5%
Halton View	2,247	33.7%	20.2%
Hough Green	5,210	35.8%	44.0%
Victoria Park	3,572	33.6%	19.6%
Ditton	5,376	34.1%	31.6%
Widnes Riverside	2,036	34.3%	34.6%
Hale Bank	511	35.2%	12.3%
Sandymoor, Daresbury & Preston Brook	443	31.6%	2.9%
Halton Castlefield	1,450	33.1%	57.7%
Runcorn Halton Road	4,685	33.9%	20.0%
Runcorn Town & Westfield	1,479	33.4%	17.5%
Grange, Halton Brook & Hallwood Park	3,881	34.0%	44.4%
Norton	3,187	34.5%	34.5%
Halton Lea & Brookvale	3,653	34.9%	43.4%
Beechwood & Heath	1,590	35.0%	1.6%

Source: ONS

On average across all MSOAs, social rented housing represents 25% of the total housing stock. Given the prevalence of social renting and the higher density of dwellings in some suburbs,

²⁷ Office for National Statistics, 2022. Census 2021. Available at: [Population density - Census Maps, ONS](#)

additional consideration will need to be given to EV charging in communal parking areas or onstreet.

4.2 Existing Electric Vehicle Ownership

The need for EVCI will be determined by the uptake of EVs in the study area. As of the end of 2022, there were a total of 1,412 ULEVs registered within Halton²⁸. This had increased from 78 in 2015, with an annual growth rate from 2015 to 2022 of 44%.

By comparison, there were a total of 1,011,475 ULEVs registered in England in 2022, with an annual growth rate from 2015 to 2022 of 46%, which is 2% greater than Halton's annual growth rate during the same period.

Table 4.2 shows the total registered ULEVs in Halton and England.

Table 4.2: Total Registered ULEVs in Halton and England

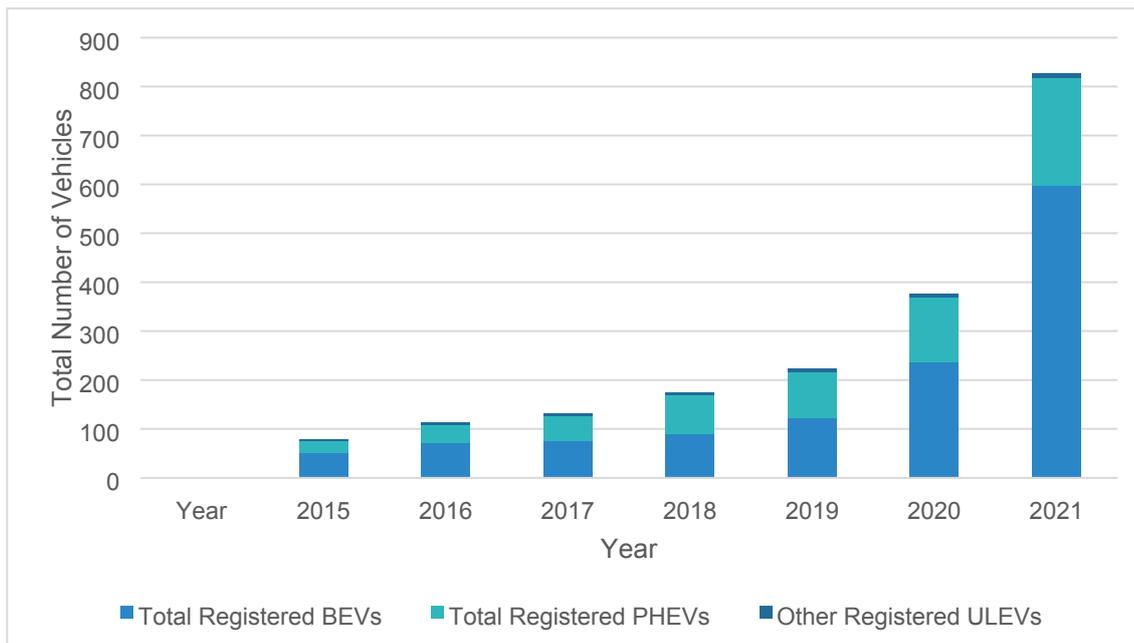
Year	Total ULEVs Registered in Halton	Halton ULEV Registrations – Year on Year Growth	Total ULEVs Registered in England	England ULEV Registrations – Year on Year Growth
2015	78	N/A	49,691	N/A
2016	112	44%	83,872	69%
2017	132	18%	125,217	49%
2018	174	32%	176,287	41%
2019	223	28%	240,474	36%
2020	376	69%	395,663	65%
2021	827	120%	679,887	72%
2022	1,412	71%	1,011,475	49%

Source: DfT VEH01 Statistical Data

This shows that from 2015 to 2019, the ULEV year on year growth in Halton was less than that of England's, however from 2020 to 2022 it has exceeded England's ULEV year on year growth. BEVs and PHEVs represented 99% of the total ULEV registered in Halton in 2022, as illustrated in Figure 4.1. BEVs made up 77% of the total ULEV registered in 2022, whilst PHEVs made up 22%.

figure 4.1: Total Registered ULEV, BEV and PHEV in Halton

²⁸ Department for Transport and Driver Vehicle Licensing Agency, 2023. Vehicle Statistics Collection. July 2022. Available at: <https://www.gov.uk/government/collections/vehicles-statistics>



Source: DfT VEH01 Statistical Data

4.2.1 BEV Ownership

An analysis of the BEV growth rate within Halton and England is summarised in Table 4.3.

Table 4.3: Total Registered BEVs in Halton and England

Year	Total BEVs Registered in Halton	Halton BEV Registrations – Year on Year Growth	Total BEVs Registered in England	England BEV Registrations – Year on Year Growth
2015	51	N/A	24,165	N/A
2016	71	39%	32,632	35%
2017	75	6%	44,375	36%
2018	90	20%	58,462	32%
2019	122	36%	93,546	60%
2020	237	94%	193,730	107%
2021	597	152%	378,850	96%
2022	1,092	83%	625,914	65%

Source: DfT VEH01 Statistical Data

This shows that the BEV growth rate in Halton has been gradually increasing, with significant increases between 2020 and 2022.

BEV uptake within Halton was slower than that of England’s from 2015 to and including 2019, but the annual growth rate from 2019 to 2022 in Halton (73%) was 12% greater than that of England’s (61%).

4.2.2 PHEV Ownership

An analysis of the PHEV growth rate within Halton and England is summarised in Table 4.4.

Table 4.4: Total Registered PHEVs in Halton and England

Year	Total PHEVs	Halton PHEV	Total PHEVs	England PHEV
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	Registered in Halton	Registrations – Year on Year Growth	Registered in England	Registrations – Year on Year Growth
2015	24	N/A	21,958	N/A
2016	37	54%	46,005	110%
2017	52	41%	73,588	60%
2018	79	52%	107,734	46%
2019	94	19%	134,646	25%
2020	132	40%	188,790	40%
2021	220	67%	285,844	51%
2022	309	40%	368,209	29%

Source: DfT VEH01 Statistical Data

This shows that PHEV uptake in both Halton and England were decreasing, with a similar annual growth rate from 2015 to 2022 of 38% and 42%, respectively. However, from 2020 onwards England's PHEV year on year growth has been reducing at a greater rate compared to Halton's.

4.3 Existing Electric Vehicle Charging Infrastructure

A desktop study was undertaken to review the number of council and privately owned, publicly accessible EVCI within Halton. This exercise identified the number of charging devices across the Halton area, with the number of sockets per device also recorded. Typically, 7kW to 22kW chargers have either a single or dual socket to enable one or two vehicles to charge simultaneously, while 50kW rapid chargers typically only allow one vehicle to be recharged at full speed.

The following sources were used to determine the number of EVCI and associated sockets:

- Department for Transport National Chargepoint Registry²⁹ • PlugShare³⁰
- Open Charge Map³¹
- Halton Borough Council

As of October 2023, these sources indicate that there were approximately 56 chargers within Halton. These consist of a single Council-owned unit and 55 privately-owned units, which have a combined total of 74 sockets. These figures exclude private household or private business charging infrastructure.

Table 4.5 below summarises the total number of EVCI in Halton.

Table 4.5: Existing EVCI within Halton	7kW	22kW	50kW+	Total
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²⁹ Department for Transport, 2023. Accessed September 2023. Available at: <https://www.gov.uk/guidance/find-and-usedata-on-public-electric-vehicle-chargepoints>

³⁰ PlugShare, 2023. Accessed September 2023. Available at: [PlugShare - EV Charging Station Map - Find a place to charge your car!](#)

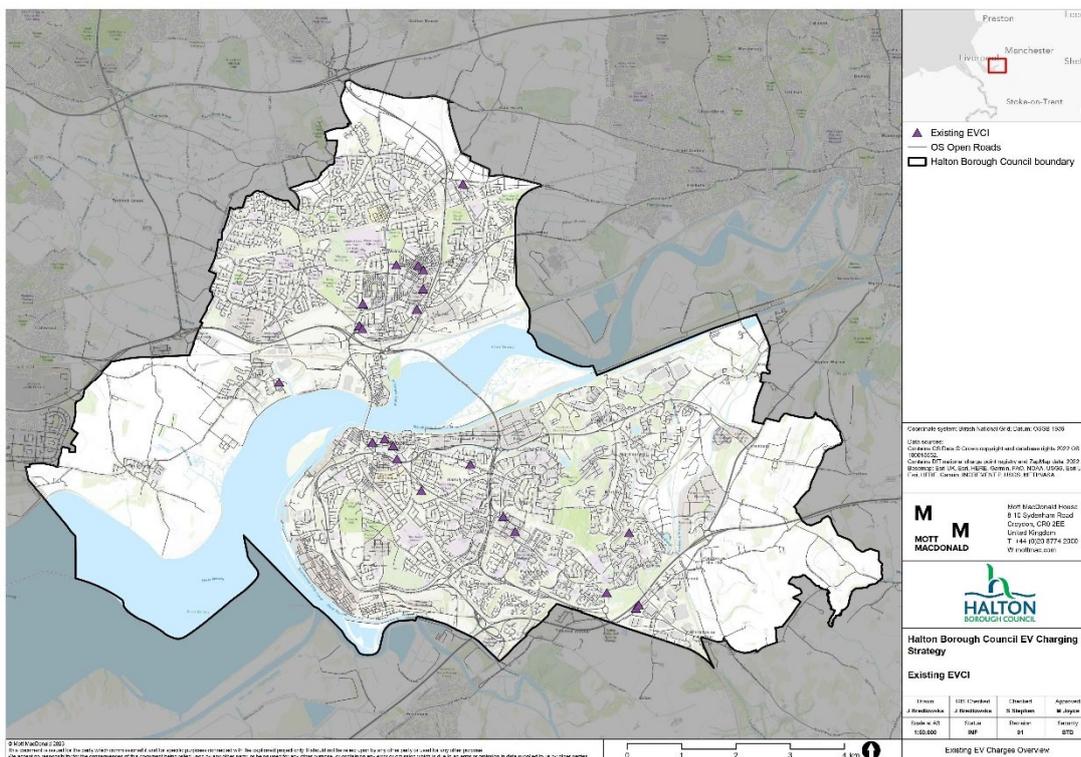
³¹ PlugShare, 2023. Accessed September 2023. Available at: [PlugShare - EV Charging Station Map - Find a place to charge your car!](#)

Halton Borough Council	38	13	5	56
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Source: Halton Borough Council, DfT National Chargepoint Registry, PlugShare, and Open Charge Map

Figure 4.2 shows the current distribution of publicly accessible EVCI locations across the Halton Borough Council local authority area. This assessment does not consider any private charging infrastructure that may be used domestically (i.e. household charging), fleet charging infrastructure, or infrastructure located in staff-only car parks. A higher resolution version of the image is included in Appendix B.2.

Figure 4.2: Halton Borough Council EVCI Locations



Source: Mott MacDonald, Ordnance Survey, Halton Borough Council, DfT National Chargepoint Registry, PlugShare, and Open Charge Map

Most EVCI are concentrated within Runcorn and Widnes, with some fast destination chargers located at key trip attractors such as train stations, supermarkets, and hotels.

4.4 EV to EVCI Ratio

At the time of writing, there is no preferred ratio of PiV to EVCI in the UK. A summary of the total registered PiV compared to the total number of EVCI within Halton is shown in Table 4.6.

Table 4.6: Halton Borough Council EVs Compared to EVCI

	Total Plug-in Vehicle Registrations (2023 Q1)	2022 EV Chargers	2022 PiV to EVCI Ratio
Halton	1,412	56 (as of Sept. 2023)	29
England	1,105,169	34,203 (as of March 2023)	32

Source: Department for Transport, and IEA

This illustrates that the PiV to EVCI ratio for Halton was approximately 29, which was lower than that of England's ratio of 32. Whilst using a ratio of PiV to EVCI allows charging provision levels to be compared, it only accounts for EV uptake and vehicle ownership and not for other regional differences.

Given the rate of change indicated in Section 4.2, EVCI provision would need to keep pace at a similar rate to ensure users have sufficient access to charging devices across the area.

4.5 Electricity Network

The location of EV charging infrastructure is highly dependent on the available electricity grid capacity within a locality. For many commercial EV charger installations there is a requirement to contact the Distribution Network Operator (DNO) to understand the available grid capacity in the locality and to identify any required upgrades or existing capacity constraints.

Scottish Power Energy Networks (SPEN) are the local DNO in the Merseyside area and have a unique role in connecting renewable generation with the local network.

SPEN have several publicly available resources to provide an indication on the grid capacity within areas of Merseyside, North Wales, and parts of Cheshire (MANWEB). One such resource is the distributed generation heat map available on the SPEN website³². This provides an indication on the available network capacity on the 33kV and 132kV network in MANWEB. 5

Stakeholder Engagement

5.1 Engagement with Charge Point Operators

Through our engagement with CPOs while developing a number of similar strategies for local authorities across the UK, we have been able to establish a series of consistent findings on a number of key topics of interest to CPOs. These are set out in detail in Table 5.1.

Table 5.1: Key Findings Identified through CPO Engagement

Topic	Key Findings
Interest	CPOs welcome joint LA opportunities, as this enables profitable sites to be used to cover unprofitable sites. Joint tenders are associated with efficiencies from economies of scale.

³² Distributed Generation Heat Maps - SP Energy Networks. Available at:
https://www.spenenergynetworks.co.uk/pages/connection_opportunities.aspxconnection

Length of Contract	15-20 years is preferable as a concession length as this provides sufficient time for CPOs to recoup their investment where wholly funded, particularly for less profitable sites. Some CPOs indicated they would accept 10 year periods.
Adoption of Existing Assets	Some CPOs are open to contracts that require adoption of previous CPOs hardware, others stated that they may replace existing assets with their own at the start of the concession
Site Selection	CPOs want to be involved in site selection. CPOs like LAs to have an idea of their requirements and sites that they own where development will be easier than noncouncil owned sites. But some level of flexibility is desirable so the CPO can be confident sites have power and usage potential required to get return on investment and cover cost of unprofitable sites. CPOs like to be guided on site selection by their in-house models, giving room for them to do this is an important aspect of CPO and LA collaboration.
Exclusivity	Some CPOs request to be the only provider in a geography but others noted this could stifle competition in the long term. Others who specialise in ultra-rapid charger often look to work with A/C charger providers to meet needs of a LA – so they also warn against exclusivity. Multiple CPOs can increase transaction costs / confusion for consumers.
Tariffs	CPOs want some control over tariffs as this is a significant factor in their business model, but some are open to discussions with the LA. Some CPOs stated they would prefer to fully fund the service to reduce any LA control on tariffs.
Revenue Sharing	CPOs are open to collaborative discussions with LAs on potential revenue share agreements. Potential approaches to profit share in a concession model include a fixed annual bay fee, net income share or profit shares. However, they noted that there is usually no profit in the early stages of the concession.

Source: Mott MacDonald

As a result of this engagement it has also been possible to derive a set of key site selection criteria which should be considered as ‘core’ requirements for any future site selection process. The following are those characteristics identified by CPOs:

- Sites accessible 24 hours a day 7 days a week with no restrictions.
- Adequate grid capacity nearby, determined through engagement with the DNO.
- Ideally 20,000 vehicle movements per day on the local road network for large rapid charging hubs.
- Close proximity to the strategic road network.

5.2 Engagement with Arms-Length Management Organisations

Initial discussions have also taken place with Halton Housing, a key Arms-Length Management Organisation (ALMO) based within Halton which – similar to Halton Borough Council – has indicated an interest in procuring EVCI.

Halton Housing is a housing association based in Widnes which provides affordable housing to approximately 7,000 households in the Halton area. Their stated mission is to address housing needs within their communities and contribute to the overall wellbeing of their tenants. The organisation is committed to sustainability and reducing its carbon footprint, with initiatives like retrofitting properties to improve the energy efficiency in its buildings. Initial discussions with Halton Housing identified the future provision of EVCI as one specific strand of these efforts.

An initial conversation with Halton Housing took place in September 2023, confirming that the organisation was in the initial stages of considering the provision of EVCI at its properties, and

would welcome further information on potential procurement routes – particularly if there were joint opportunities for procurement with the Council.

The modelling outputs provided later in this report (see Section 8.1.1) cover the full Halton local authority area and consider all housing types within the analysis. As such, any Halton Housing association properties which are located within the Halton local authority area have automatically been considered within the forecasting exercise and subsequent identification of charging locations. This ensures that initial demand associated with EV users living in housing association properties will, to an extent, have been catered for (noting that the continued rollout and locations of EVCI will likely be informed through discussions with the eventual suppliers once the Council has identified/on-boarded a CPO).

This provision, however, only considers publicly accessible EVCI for residential (on-street) locations in line with the stated aims of the LEVI fund and assumes that those with off-street parking will see future EVCI provision through private means. Halton Housing are likely to own a sizeable number of properties with private off street parking facilities (either single spaces or communal parking lots) which could form part of their own future EVCI provision for tenants. The explicit use of LEVI funding to procure EVCI at these locations would therefore potentially be contingent on sharing private parking infrastructure with non-housing association residents. This would therefore require further detailed discussions on the nature of any future arrangement between Halton Housing, the Council and possibly the Office of Zero Emission Vehicles (OZEV); the administrators of the LEVI fund.

Engagement as part of this strategy has only been undertaken with Halton Housing, and there may be other Housing Associations within the Halton local authority area who may similarly aspire to provide EVCI for their tenants. Again, the use of LEVI funding to procure EVCI at locations owned by other Housing Associations would be contingent on sharing private parking infrastructure with non-housing association residents. Further discussion between interested parties (i.e. other Housing Associations) and the Council would therefore be required to establish the nature of any such arrangement.

More broadly, the Council has advised that a combined authority-wide framework may be established to procure EVCI. It is not uncommon for housing associations (as ALMOs) to procure services through local authority frameworks or Dynamic Purchasing Systems (DPS) similar to local authorities themselves. This potential framework could therefore represent a streamlined means of enabling the future rollout of EVCI solutions for Housing Associations within Halton, possibly allowing for cost and time savings. Similar to the Council, each Housing Association would first need to establish the commercial basis upon which they would seek to procure EVCI. These considerations (including procurement and the use of frameworks) are covered in greater detail in Section 10.

5.3 Engagement with Distribution Network Operators

At the time of writing, the study team has made initial contact with the DNO for the Halton local authority area, SPEN, in order to present the initial outputs derived from the modelling exercise. This includes the potential locations identified as part of both the residential and destination charging analysis, as well as the associated grid capacity assessments. Suggested next steps for the Council are set out in Section 11.

6 Network Vision

This section sets out a suggested vision to guide Halton Borough Council in the future provision and rollout of EVCI across the Halton local authority area. A range of policies and strategies (covered in Section 3) has been reviewed to inform the proposed vision for the region.

6.1 Context for Developing Halton Borough Council's Vision

Following the policy and strategy review set out in Section 3, a draft vision statement was developed to help shape the public charging network for the Halton Local Authority area. Halton's vision draws upon local and regional policies while ensuring alignment with broader national sustainability and transport policy arena. It acknowledges that local authorities must demonstrate leadership regarding sustainable transport and for EVCI, envisages an equitable approach with provisions in place to ensure that EV users have a consistent, affordable and accessible charging network.

Halton's vision sets out a clear commitment to support the expansion and improvement of the publicly available chargepoint network within the region at a rate that is both manageable and accommodates the forecasted rise in EVs. Ultimately, this vision acknowledges the Council's views that enabling greater EV use is a potentially major solution to meeting the demand for low emission personal vehicles. Crucially, however, it must not detract from wider commitments to challenging the current model of personal vehicle ownership that have dominated transport in across the region in previous decades.

6.2 Vision Statement

“The EV Charging Network for Halton will provide a resilient, accessible, equitable and reliable network that works for all users. It will help meet the Liverpool City Region Combined Authority Net Zero target by 2040 and support the Halton Borough Council's Climate Change Action Plan 2022-2027.

The continued development of EV charging will consider the local needs and context of Halton, and ensure that it supports inclusive growth, sustainable economic development while complementing the City Region, and UK Government's broader transport decarbonisation objectives.

As with the sustainable travel hierarchy, active travel and public transport must remain the preferred modes of travel across Halton, and any future Charging Network will be planned, designed and delivered to support these modes.”

7 Demand Forecasting

This section sets out the methodology, along with research and data inputs, that feed into both the EV and EVCI forecasts for Halton.

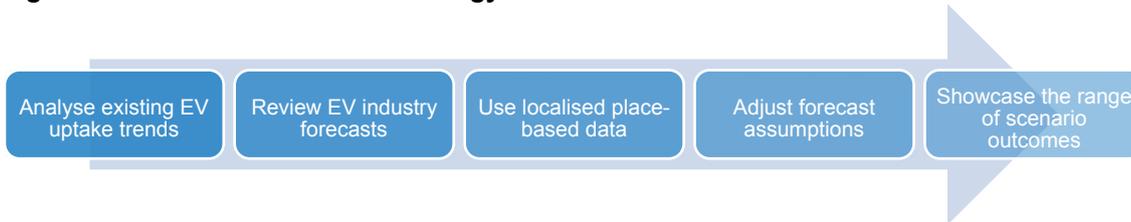
7.1 Overview of Demand Forecasting

Several existing EV demand forecasts and associated literature have been collated and analysed. Together with applying local data and local contextual adjustments, a range of forecasts were derived to understand the potential low, central and high future EV uptake in the

study area. From this, associated EVCI requirements were produced to understand the required supporting infrastructure.

An overview of the high-level methodology is shown in Figure 7.1 below.

Figure 7.1: EVCI Forecast Methodology Overview



Source: Mott MacDonald

7.2 Electric Vehicle Uptake Projection

Sources from the energy industry, vehicle manufacturing industry and national transport policies were reviewed to gain an understanding in the variance in EV forecasts, across multiple sectors, up to 2032. The following existing national forecasts were analysed:

- National Grid – Future Energy Scenarios (FES) 2023³³
- Society of Motor Manufacturers and Traders' (SMMT) New Car Market Outlook to 2035³⁴
- Transitioning to Zero Emission Cars and Vans: 2035 Delivery Plan³⁵

7.2.1 Methodology

The forecasting process involves four separate forecasts, each with several sub-scenarios. The National Grid FES, SMMT New Car Market Outlook and DfT 2035 delivery plan forecasts were rebased using a baseline established using DfT vehicle licensing data²⁹, from 2015 to 2022, on the Halton Borough Council area. Additionally, the DfT baseline was extrapolated to derive a further forecast.

A summary of the forecasting approach for Halton is detailed as follows:

- **Forecast based on DfT:** A line of best fit was applied to the historic DfT data (2015 to 2022) and extrapolated to forecast the total number of BEVs and PHEVs 5 and 10 years into the future to 2027 and 2032. A low and high forecast was produced.
- **Forecast based on National Grid's FES 2023:** The annual growth rate was calculated from the dataset for the four different scenarios ('consumer transformation', 'system transformation', 'falling short', and 'leading the way') detailed within the FES document and applied to the baseline data.

³³ National Grid ESO, 2023. Future Energy Scenarios (FES), July 2023. Available at: <https://www.nationalgrideso.com/future-energy/future-energy-scenarios>

³⁴ Society for Motor Manufacturers and Traders (SMMT), 2021. New Car Market and Parc Outlook to 2035 by Powertrain Type. 11th June 2021.

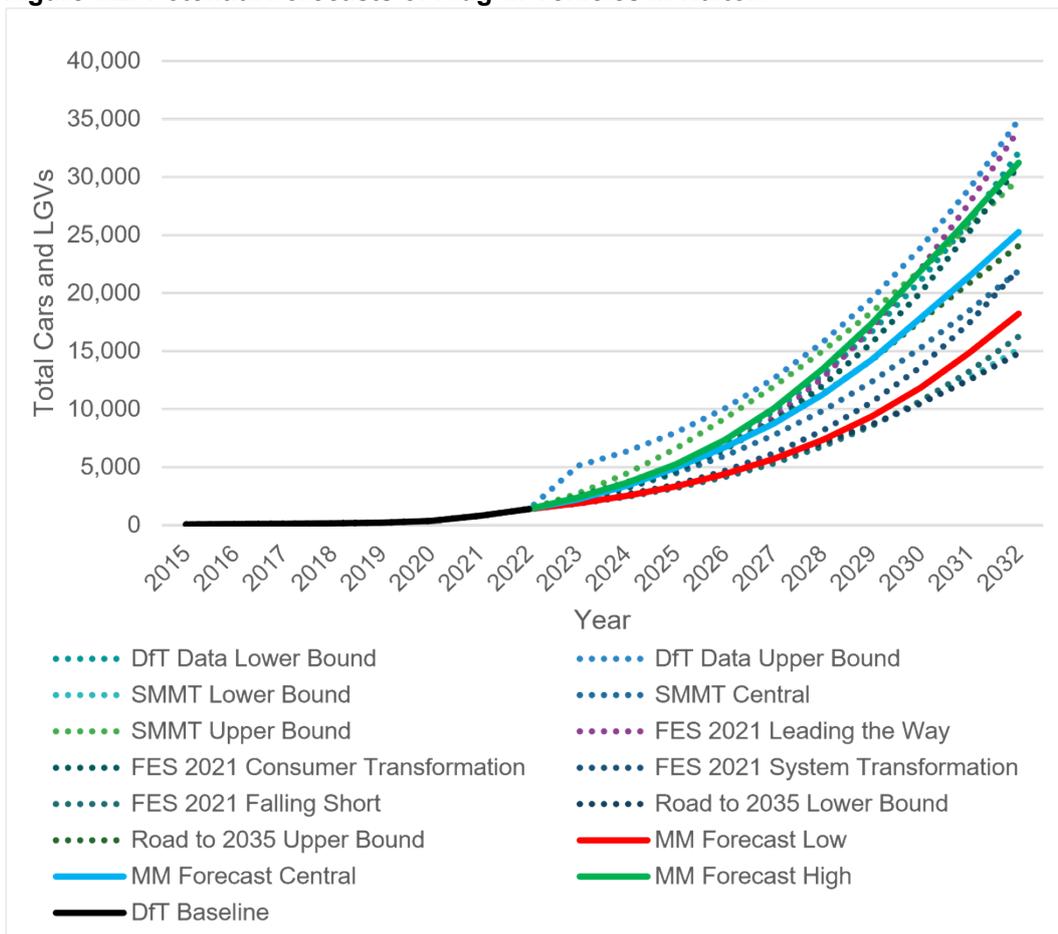
³⁵ HM Government, 2021. Transitioning to Zero Emission Cars and Vans: 2035 Delivery Plan

- **Forecast based on SMMT New Car Market Outlook to 2035:** The annual growth rate was calculated from the dataset for the three different scenarios ('low', 'central', and 'high') detailed within the SMMT report and applied to the baseline data.
- **Forecast based on Transitioning to Zero Emission Cars and Vans: 2035 Delivery Plan:** This forecast estimates the percentage of new vehicles that will be either be zero emission and ULEV up to 2035. The baseline based on the total first-time registered vehicles was extrapolated and the percentages from the 2035 Delivery Plan applied.

7.2.2 Output

The result of the forecast for Halton is illustrated in Figure 7.2, which shows all potential forecast outcomes for BEVs and PHEVs cars and LGVs based on the outlined analysis.

Figure 7.2: Potential Forecasts of Plug-in Vehicles in Halton



Source: Mott MacDonald

The graph illustrates that there is a wide range between forecasts, with the lowest forecast total in 2032 being 15,000 compared to the highest of 35,000, thus indicating that there is a high level of uncertainty in the uptake of BEVs and PHEVs.

To account for the notable variation in results, a low, central and high forecast were derived by taking the 25th, 50th and 75th percentiles.

Table 7.1: Forecast Number of BEVs in Halton

2027

2032

	Low	Central	High	Low	Central	High
Cars	4,235	6,424	7,105	14,130	19,069	23,462
LGVs	723	1,050	1,417	2,603	4,091	4,499

Source: Mott MacDonald

Table 7.2: Forecast Number of PHEVs in Halton

	2027			2032		
	Low	Central	High	Low	Central	High
Cars	739	1,260	1,515	1,480	2,067	3,193
LGVs	9	15	19	17	33	87

Source: Mott MacDonald

Table 7.3: Forecast Number of Total PiVs in Halton

	2027			2032		
	Low	Central	High	Low	Central	High
Cars	4,974	7,684	8,620	15,610	21,136	26,655
LGVs	732	1,065	1,436	2,620	4,124	4,586

Source: Mott MacDonald

Table 7.3 shows that the high forecast (75th percentile); the more optimistic scenario where potential policy levers are required and implemented to achieve net zero transport, is approximately double that of the low forecast (25th percentile) for both 2027 and 2032.

Given the uncertainties with the low and high forecasts, the EVCI forecast was progressed based on the central forecast as it provides a more cautious approach, accounting for a range of potential policy outcomes.

7.2.3 Comparison

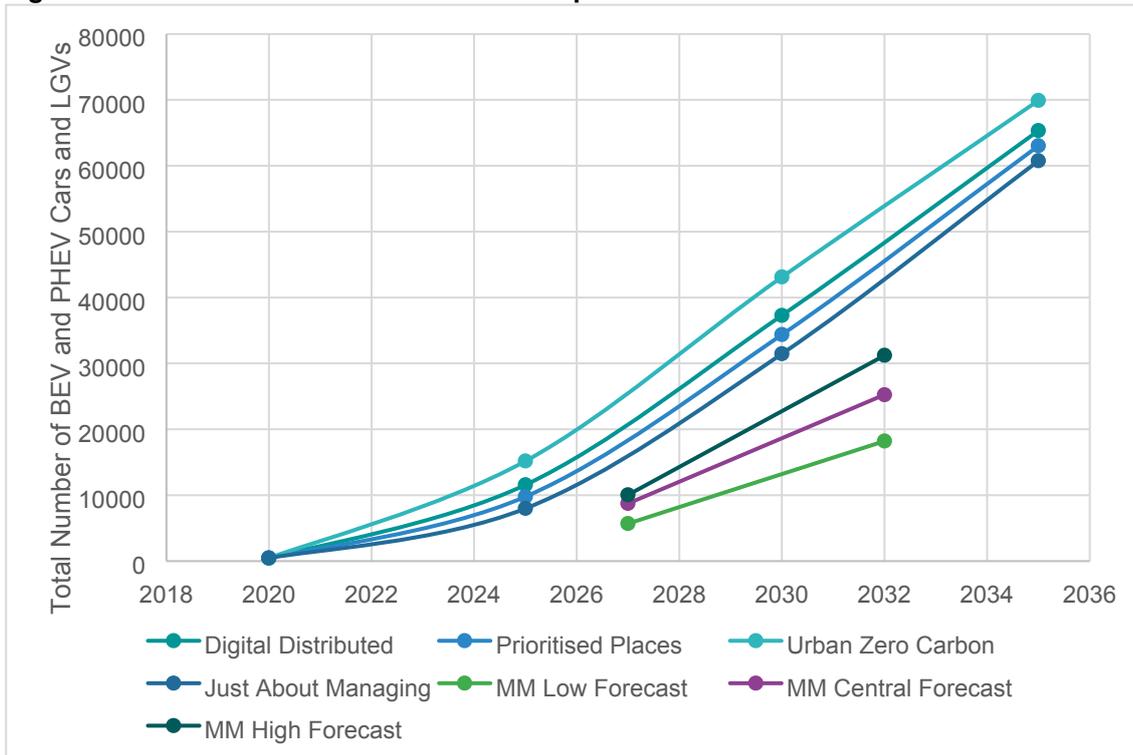
The forecast outputs were compared with Transport for the North's (TfN) Electric Vehicle Charging Infrastructure Framework³⁶ forecast. TfN's forecast shows four potential pathways:

- **Just about managing** – assumes that travel behaviour remains the same as present.
- **Digitally distributed** – assumes advances in digital and technology will advance the way people travel and live.
- **Prioritised places** – assumes political and economic intervention will ensure no place is left behind.
- **Urban zero carbon** – assumes the most radical changes in public behaviour on climate change, and strong national policies.

Figure 7.3 illustrates all four of the TfN's EV uptake scenarios for the behavioural scenario 'baseline', which is defined as charging behaviour that follows current observed trends.

³⁶ Transport for the North, 2022. Electric Vehicle Charging Infrastructure Framework. Available at: [Electric Vehicle Charging Infrastructure Framework | Report - Transport for the North](#)

Figure 7.3: Halton EV Demand Forecast Comparison with TfN Data



Source: Transport for the North

This shows that all four of TfN’s forecasts are greater than Mott MacDonald’s high forecast. The ‘just about managing’ scenario forecasts a total of 17,380 and 43,185 PiV cars and LGVs, in 2027 and 2032 respectively, which are approximately 73% and 38% greater than the Mott MacDonald’s high forecast.

Such discrepancy is likely due to this specific range of scenarios having been based upon work originally undertaken as part of TfN’s Future Travel Scenarios report in 2019. Following an initial update in 2020 to address the economic uncertainty following the UK’s response to the Covid19 pandemic³⁷, this update was subsequently used as the basis of the scenarios included in the Charging Infrastructure Framework forecast. As such, these scenarios may not take into consideration societal and economic impacts which are likely to have only been felt in the last two years, such as the war in Europe and the ongoing ‘cost of living’ crisis; demonstrating that that there is degree of uncertainty surrounding EV forecasting. Our own forecasts, derived from recent DfT data, have been taken forward as part of this study and represent a more conservative approach.

7.2.4 Potential Limitations

Although the EV forecasts outlined provide a high-level overview of potential EV uptake scenarios, there are numerous factors that might impact the uptake of EVs in the study area. Factors include, but are not exhaustive to:

- Average vehicle age, which may vary depending on household income and vehicle models.
- Daily vehicle mileage.

³⁷ Transport for the North, 2020. Future Travel Scenarios. Available at: [Future Travel Scenarios – Transport for the North](#)

- Date of price parity of EV to ICE vehicles.
- The addition or removal of government incentives or taxation.
- Availability of public charging infrastructure.
- Number of households with off-street parking availability.

7.3 Electric Vehicle Charging Infrastructure Forecast

An overview of the EVCI forecasting process has been included in Figure 7.4 below.

Figure 7.4: EVCI Forecasting Process

1. Total Energy Usage by Vehicle Type

- Estimated based on annual vehicle mileage by type of vehicle.
- Derived based on average EV energy consumption by vehicle type.

2. Total Energy Usage by Type of Chargepoint

- Estimated based on usage preferences of different chargepoint types
- Calculated based on how much electricity each type of chargepoint can provide.

3. Total Number of Chargepoints Required

- Total energy usage by chargepoint is then divided by the utilisation factor
- This is the annual amount of electricity the charger can provide - the estimated demand.

Source: Mott MacDonald

The following types of EV chargers have been considered as part of the analysis:

- **Residential:** these are assumed to be slow charging with a power output of up to 7kW, typically located within residential areas. These are either installed at the kerbside utilising lampposts or bollards or in private residential car parks (as charging hubs). These should be located in areas with limited and no access to off-street parking. The expected length of charging would be overnight or ad-hoc throughout the day.
- **Destination:** these are assumed to be fast charging with a power output of between 7kW and 22kW, typically located in trip attractor locations such as supermarkets, retail parks, leisure centres and country parks. The expected length of stay is upwards of one hour, up to eight hours.
- **Rapid:** these are assumed to have a power output of at least 50kW, and are typically installed as hubs, located in areas where it would form part of a journey, such as a service station, or be the destination of the journey (sole purpose for the journey to charge the vehicle). The expected length of stay is up to one hour.

Off-street private charging (garages, driveways, and workplaces) has been calculated separately, as it is assumed that this type of charging will have a lower demand on the public electricity network. However, the number of private chargepoints required has not been included as part of this analysis.

To determine the required numbers of each charger type, there are several key variables. These variables are discussed in the following section.

7.4 Chargepoint Types

Several factors have been considered when calculating the preferred chargepoint mix and the required number of EVCI by 2027 and 2032, within Halton. The following sections detail the variables and their subsequent impacts on the forecast.

7.4.1 Distributions

Key distributions within the EVCI forecast include the car and van ULEV composition, and the household parking availability.

Table 7.4 summarises the 2022 car and van BEV and PHEV composition for cars and vans, based on observed DfT data, and compares this with the 2027 and 2032 vehicle forecast.

Table 7.4: Halton Car and Van ULEV Composition

	Car and Van ULEV Composition	
	PHEV	BEV
2022	22%	78%
2027	15%	85%
2032	8%	92%

Source: Department for Transport Vehicle Statistics (Fuel Type Composition)

The ULEV composition for 2022 is based on DfT data, whereas the compositions for 2027 and 2032 are based on the EV demand forecast. BEV and PHEV are separated as PHEV have different power demands, as the ICE provides most of the energy required for a PHEV, and the majority of PHEV are not compatible with rapid chargers. Therefore, BEV and PHEV users have different charging requirements.

In addition, the household parking availability influences the type of chargepoints used. For those with off-street parking, vehicles are likely to be recharged at home and not wholly rely on the public EVCI network. The household parking availability for Halton are shown in Table 7.5.

Table 7.5: Household Parking Availability Assumed for Halton

	Household Parking Availability	
	Off-Street	On-Street
England	44%	56%

Source: English Housing Survey (Dwelling Sample)

It has been assumed that the household parking availability for Halton is the same as England, which has been derived from the English Housing Survey³⁸. This is based on the second most deprived quintile data, which matches the overall deprivation value for Halton³⁹.

7.4.2 Charger Preferences

Charging preferences were calculated based on outputs for Halton from the TfN EV Charging Infrastructure Framework⁴⁰ and have been considered for both future year scenarios: 2027 and 2032. Given the outputs from the framework model have been calculated in 5-year segments,

³⁸ Department for Levelling Up, Housing and Communities, 2023. Table DA2202: Parking and Mains Gas.

Available at: <https://www.gov.uk/government/statistical-data-sets/amenities-services-and-local-environments>

³⁹ Ministry of Housing, Communities & Local Government, 2019, Indices of Deprivation 2019 Interactive Dashboard. Available at: [English indices of deprivation 2019: mapping resources - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/english-indices-of-deprivation-2019-mapping-resources)

⁴⁰ Transport for the North, 2022. TfN EV Charging Infrastructure Framework. Available at: [TfN EV Charging Infrastructure Framework \(windows.net\)](https://www.tfn-ev-charging-infrastructure-framework.net/)

the closest output year to each of the assessed future years has been used to calculate the distribution of charging preference. Years used were 2025 and 2030.

Cars and LGVs were considered separately and were categorised by type of PIV; specifically, PHEVs and BEVs. The preference towards different chargers depends on the type of vehicle, and whether the user has access to off-street parking at their home address. Charging preferences were then distributed across four different types of charging, as follows:

- **Privately Charged:** Charging which occurs privately either at home or at the driver's private place of work. We assume the use of a 7kW charger.
- **Residential:** Charging which occurs on-street near a driver's home location, for example while parked on a local road or in a public car park. We assume the use of a 7kW charger.
- **Destination:** Charging which occurs in locations such as supermarkets, gyms, etc. This is assumed to take place at a 7kW charger where a user stays for upwards of an hour.
- **Rapid Charging:** Charging which occurs during a journey, similar to refuelling with petrol at a motorway service station. Chargers tend to support at least 50kW, and sometimes 150 - 350kW charging, allowing for short charging times.

To calculate the appropriate distribution of charging infrastructure preferences listed above, charger preferences assumed in TfN's 'Just About Managing' scenario were adopted; the 'Just About Managing' being the more conservative of TfN's forecasts and closest to our own. Table 7.6 and Table 7.7 summarise the modelled charging preferences for both 2027 and 2032 scenarios respectively. The tables indicate the assumed percentage of electricity demand which will be met by different vehicles and charger types.

Table 7.6: Forecast EVCI Charging Preference (2027), by % of Demand

Vehicle Type	Primary Parking Location	Vehicle Category	Charger Preference			
			Privately Charged	Residential Slow/Fast (<22kW)	Destination Slow/Fast (<22kW)	Rapid Charging (>43kW)
Cars	Off-Street Parking	PHEV	87%	0%	13%	0%
		BEV	79%	0%	13%	8%
	On-Street Parking	PHEV	15%	59%	25%	0%
		BEV	13%	51%	22%	13%
LGVs	Depot-Based	PHEV	100%	0%	0%	0%
		BEV	80%	0%	0%	20%
	On-Street Parking	PHEV	67%	23%	10%	0%
		BEV	62%	21%	9%	8%

Source: Mott MacDonald

Table 7.7: Forecast EVCI Charging Preference (2032), by % of Demand

Vehicle Type	Primary Parking Location	Vehicle Category	Charger Preference			
			Privately Charged	Residential Slow/Fast (<22kW)	Destination Slow/Fast (<22kW)	Rapid Charging (>43kW)
Cars	Off-Street Parking	PHEV	87%	0%	13%	0%
		BEV	79%	0%	13%	8%
	On-Street Parking	PHEV	15%	60%	25%	0%
		BEV	13%	51%	22%	14%
LGVs	Depot-Based	PHEV	100%	0%	0%	0%
		BEV	80%	0%	0%	20%

Vehicle Type	Primary Parking Location	Vehicle Category	Charger Preference			
			Privately Charged	Residential Slow/Fast (<22kW)	Destination Slow/Fast (<22kW)	Rapid Charging (>43kW)
	On-Street Parking	PHEV	67%	23%	10%	0%
		BEV	64%	22%	9%	4%

Source: Mott MacDonald

7.4.3 Utilisation

Charger utilisation, per charger type, has been estimated using the International Council On Clean Transportation's (ICCT) formulas⁴¹, as utilisation data was not available for all local EVCI within Halton. The methodology of the ICCT aggregated existing charger data from across the UK.

The methodology estimates the daily charger utilisation, based on the forecast number of PiV per million people. The daily utilisation is then calculated based on whether the charger is public fast charging, or rapid charging in non-metropolitan areas. This resulted in the following daily utilisation in hours, summarised in Table 7.8.

Table 7.8: Forecast Daily Utilisation in Hours per Charger for Halton

	Residential/Destination (7kW to 22kW)	Rapid (50kW+)
2027	4.20	2.26
2032	5.13	2.80

Source: Mott MacDonald

The estimated utilisation values for each charger type based on the above are summarised in Table 7.9.

Table 7.9: Annual Utilisation Values per Charger for EV Charging Infrastructure by Charger Type

	2027 (kWh)	2032 (kWh)
Residential (7kW)	10,497	12,824
Destination (22kW)	16,495	20,151
Destination (50kW)	40,398	50,046

Source: Mott MacDonald

The calculated utilisation values were then compared with the Demystifying Utilisation report⁴² to cross check the calculated values with observed energy-based utilisation values reported by the UK public charging network in Q4 2022. Fast chargers (7kW to 22kW) reported utilisation values at 9,671kWh in Q4 2022, while rapid chargers (50kW) were 45,499kWh. Therefore, the calculated annual utilisation values using the ICCT methodology for 2027 are similar to the aggregated data reported by the Green Finance Institute report for Q4 2022.

⁴¹ International Council On Clean Energy, 2022. Quantifying the electric vehicle charging infrastructure gap in the United Kingdom. August 2022.

⁴² Green Finance Institute, 2023. Demystifying Utilisation. Available at: <https://www.greenfinanceinstitute.co.uk/wp-content/uploads/2023/06/GFI-DEMYSIFYING-UTILISATION.pdf>

7.4.4 Assumptions

The key assumptions behind forecast of EVs and EVCI which impact the associated commercial and financial modelling are detailed in this section.

- **Vehicle efficiency:** this is the efficiency of a vehicle's ability to convert electrical energy into kinetic energy. Therefore, the higher the value the more efficient the vehicle is. It is measured by the distance the EV can travel per unit of electricity (miles per kWh). The efficiency value for the EVCI forecast has been assumed to remain constant throughout the forecast years, which has been based on the average vehicle efficiency for the current vehicle models.
- **Annual vehicle kilometres travelled:** annual vehicle kilometres travelled for Halton was calculated for 2022 using DfT data, and then uplifted for 2027 and 2032 using DfT's road traffic forecast (scenario 7 shift to EVs: traffic in England and Wales). This assumes that the national growth rate is the same for Halton.
- **Charger utilisation:** it is expected that charger utilisation will be lower during the early stages of EV adoption and will rise over time. The charger utilisation values have been based on ICCT's research, which accounts for the increase in utilisation over time.
- **Residential charger catchment:** this is the walking distance that residents are willing to walk to access a public charger, which has been set to 400m or approximately a 5-minute walk.
- **Existing petrol stations:** it has been assumed that existing petrol stations will make provisions for rapid charging in the future, as the demand for EVs increases.

A full list of the outlined assumptions from the forecasting exercise is provided in the Assumption Log in Appendix A.

7.5 Forecast EV Charging Infrastructure Requirements

Table 7.10 summarises the estimated number of EVCI required within Halton by 2027 and 2032, based on the outlined demand forecast for BEVs and PHEVs for 2027 and 2032. The values represent the overall number of publicly accessible chargers required (including existing), and do not distinguish between public or private ownership or the number of sockets provided.

Each device may have two sockets, but it is not always possible to charge two cars simultaneously.

Table 7.10: ERC Forecast EVCI Requirements (Total Devices)

	2027 Forecast Requirement			2032 Forecast Requirement		
	Low	Central	High	Low	Central	High
Residential (Slow)	379	574	662	1,088	1,520	1,842
Destination (Fast)	143	217	248	402	556	679
Rapid	52	78	94	151	219	255
Total Devices	574	869	1,005	1,640	2,295	2,776

Source: Mott MacDonald

8 Proposed Charging Network

Following the EV demand forecast to determine the likely number of publicly accessible chargers required by 2027 and 2032, variables from the forecast were analysed using the Mott MacDonald in-house EV Optimisation tool (ECOS). This tool helps determine likely locations

where demand for EV charging will be high, for residential charging and destination-based charging.

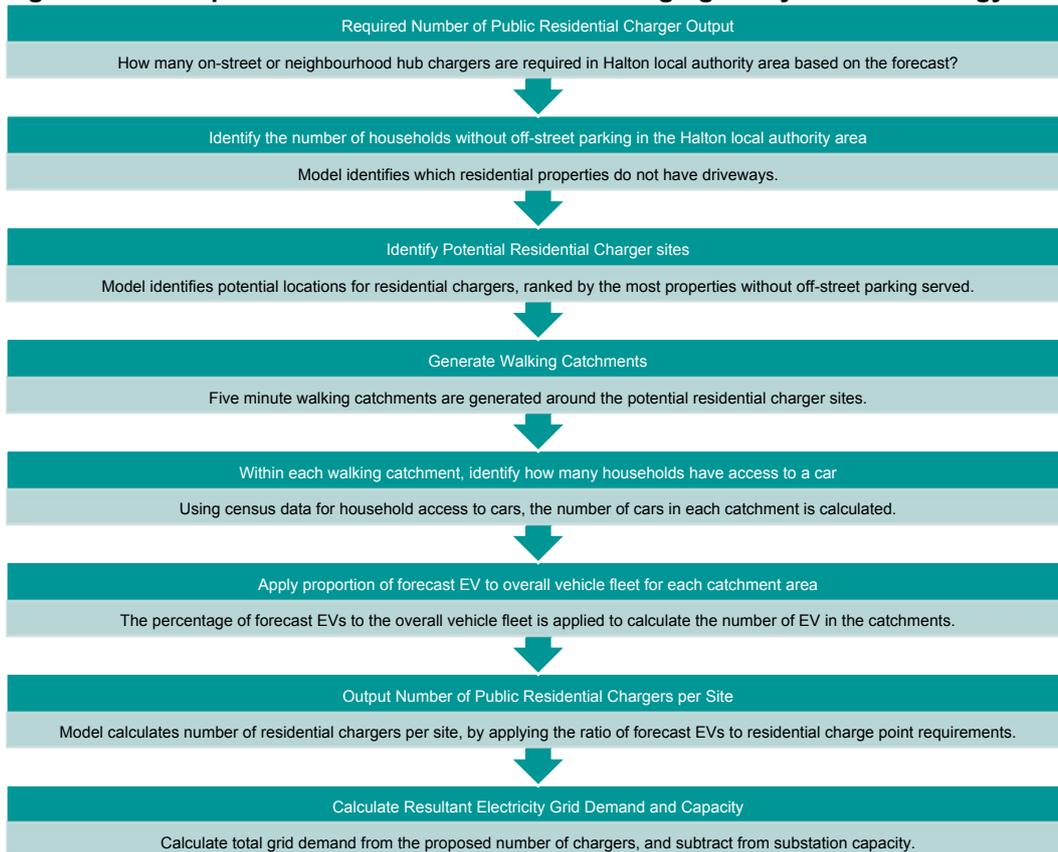
8.1 EV Model

The residential, destination and rapid charging EVCI forecast outputs were input to the Mott Macdonald in-house EV Optimisation tool, ECOS. The tool uses a range of information and sources, such as existing EVCI locations, primary substation capacity data from the DNO and Ordnance Survey AddressBasePlus data to generate a proposed EVCI charging network. There is a two stage analysis to this, one to identify on-street charging in residential locations and the other, destination (trip-attractor) charging. This section describes the analysis process.

8.1.1 Residential Charging Analysis

The residential charging analysis model process is shown in Figure 8.1 below. In summary, the model identifies households, without access to off-street parking and locates potential charging sites in close proximity based on walking distance and existing electricity grid capacity.

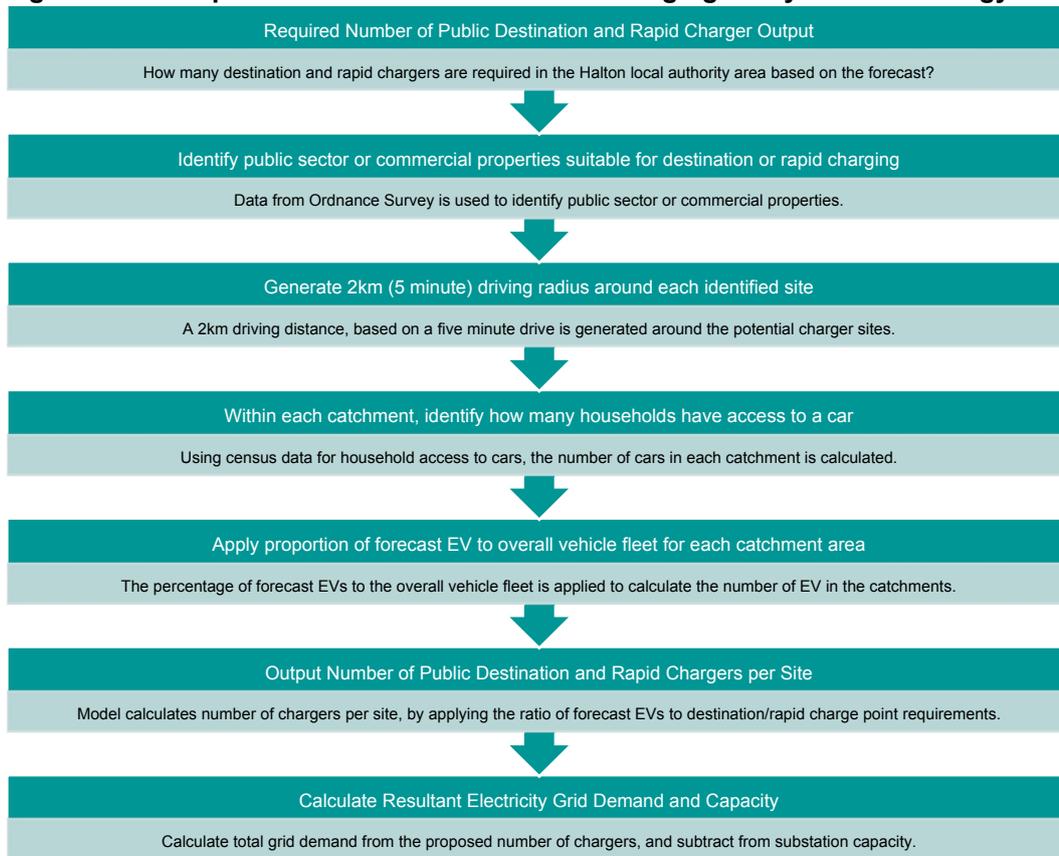
Figure 8.1: EV Optimisation Model Residential Charging Analysis Methodology



Source: Mott MacDonald

8.1.2 Destination Charging Analysis

The destination charging analysis model process is shown in Figure 8.2 below. Similar to the residential charging analysis, locations (public sector and commercial properties), such as car parks and service stations are identified based on the existing electricity grid capacity.

Figure 8.2: EV Optimisation Model Destination Charging Analysis Methodology

Source: Mott MacDonald

8.2 Identification of Potential Sites

Using the 2032 central-case forecast, the ECOS tool was run to identify potential destination and residential on-street EVCI locations. The central forecast was run as it provides a balanced approach between optimistic and pessimistic forecasts. The identification process was based on the methodology outlined in the previous section, with further criteria also considered in the analysis as outlined below.

- **England Indices of Multiple Deprivation (IMD)** – ensure that charging infrastructure is available for all, regardless of sociodemographic background and to not favour higher deciles over lower deciles.
- **Existing petrol stations** – likely future hosts of rapid and ultra-rapid charging devices, as observed in other local authority areas.
- **Existing supermarkets and retail parks** – where destination and rapid charging is likely to be provided.
- **Other trip attractors** – including key public buildings such as community centres, schools, hospitals, leisure centres and country parks as other potential sites which may require support from the Council.
- **Trunk Roads** – proximity to well-trafficked routes (over 20,000 vehicle movements per day) which are likely to be key locations targeted by the private sector.
- **Electricity grid capacity** – using data provided by SPEN, the available primary substation capacity in the locality.

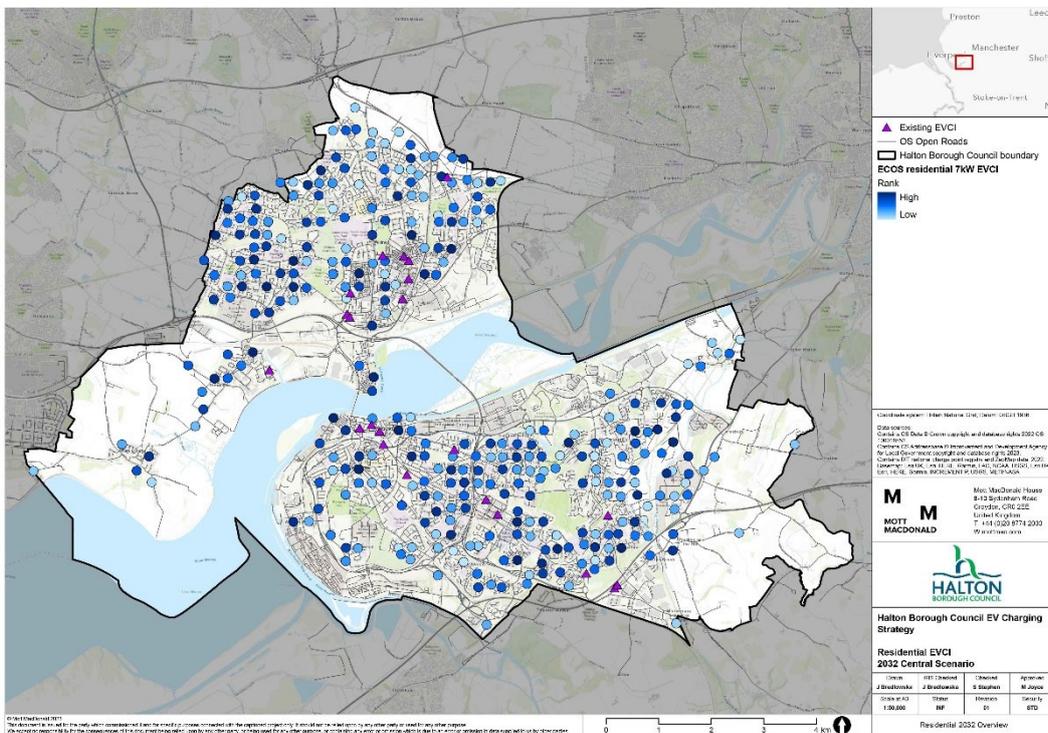
These criteria were considered in the analysis of potential sites for hosting EVCI forming a key part of the selection criteria. The locations identified by the ECOS tool are potential areas of high EV charging demand using the above criteria.

The outputs of the analysis are split between residential charging locations and destination charging catchments and are described in greater detail in Section 8.2.1 and Section 8.2.2 below.

8.2.1 Residential (On-Street) Charging Sites

The proposed locations for residential chargers identified by the ECOS tool are illustrated in Figure 8.3. The proposed locations are provisional and will be subject to further refinement through discussions with local authority officers, SPEN and charge point operators. A full list of locations identified from the analysis is provided in Appendix C.1. A higher resolution version of Figure 8.3 is included in Appendix C.2.

Figure 8.3: Potential Residential Charger Catchments – ECOS Model Output



Source: Mott MacDonald

Although 1,520 residential charge points have been identified within the central forecast (see Table 7.10), the model has ‘capped’ the number of potential residential charging locations at 316, as the model has effectively ‘optimised’ the local authority area to the degree that no other locations are required. Therefore, in order to reach the targeted provision, the model has assigned multiple charge points to each of the potential residential charger locations (a total of 1,520 devices spread across 316 locations). Each location has been ranked based on the availability of off-street parking, the numbers of private cars per household and the forecast EV uptake within the study area.

Each identified site is assumed to have a minimum of four 7kW devices, with many of the locations shown to support more than this based on the forecast demand levels. The highest

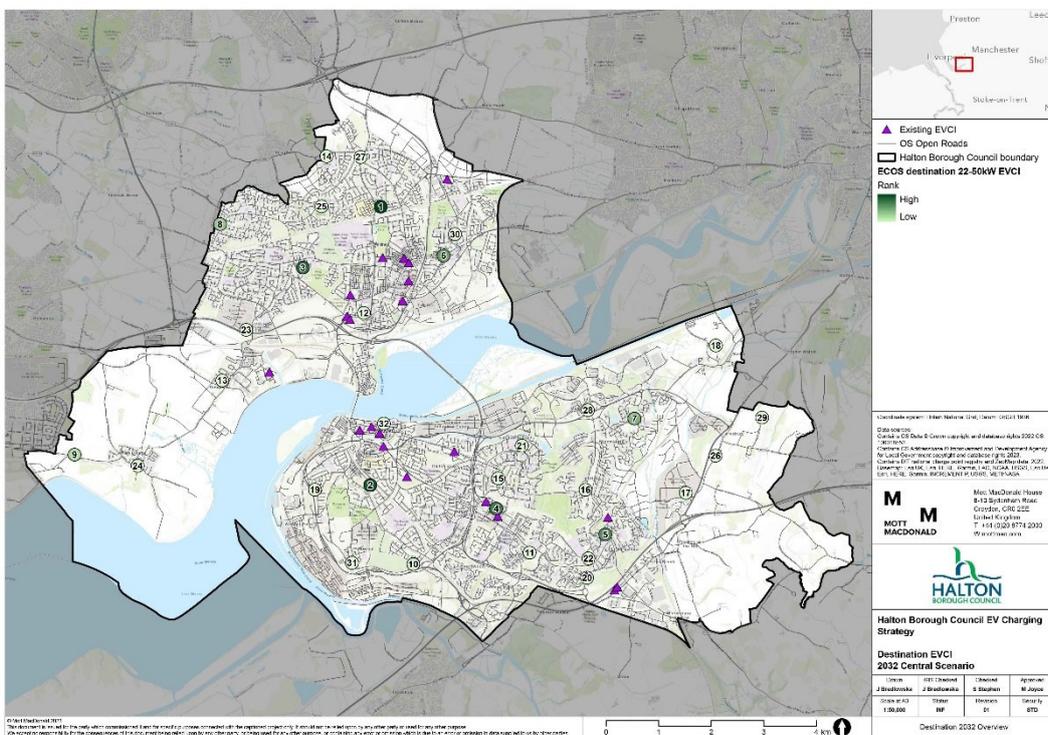
ranked sites identified (sites 1 to 10) have been calculated to support between 12 and 16 7kW devices due to the high number of EVs forecasted for that particular area.

In light of the above, we suggest a more minimal provision at each site initially (for example one or two devices per site), ensuring coverage of the full local authority area. From there, the continued provision can be based on a demand-led approach; phasing and future rollout are likely to be heavily dependent on the inputs of any potential future operators. Further considerations for potential phasing have been described within later sections on commercial delivery and procurement (please see Section 10.4.2).

8.2.2 Destination Charging Catchments

The proposed catchments for destination chargers identified by the ECOS tool are illustrated in Figure 8.4.

Figure 8.4: Potential Destination and Rapid Charger Catchments – ECOS Model Output



Source: Mott MacDonald

For destination charging, the model identified 32 catchments within the study area where tripattractor based charging would likely have high demands and is based on the forecast number of EVs registered within a 2km catchment area.

As part of our analysis, each catchment area was reviewed, and potential destination or rapid charging sites were identified. For rapid charging sites, petrol stations, drive-throughs and supermarkets were identified as a potential host locations for a charging hub. Similarly, for slower destination charging sites, civic centres (community centres, town halls, leisure centres), train stations, hospitals and retail parks were identified, as these locations are likely to have longer dwell times.

The destination charging analysis has identified a total estimated provision of 496 7kW-22kW devices spread over 17 catchments. Rapid charging analysis has identified a further 228 50kW+

devices spread over 18 catchment areas. Some of the 32 catchments identified by the ECOS model did not have suitable locations for destination chargers, with EVCI demand assumed to be met by charging locations in neighbouring catchments.

The potential list of identified destination and rapid charging sites is summarised in Table 8.1 and Table 8.2 respectively. A higher resolution version of Figure 8.4 is included in Appendix C.5.

Table 8.1: Potential Destination (7kW to 22kW) Charger Sites (by Catchment)

Catchment ID	Potential Rapid Charging Site(s)	Estimated Destination Charging Provision
1	Widnes Station, Lunt's Heath Primary School, Saints Peter and Paul Catholic High School, Fairfield Primary School, Wade Deacon High School, Kingsway Leisure Centre, Widnes Vikings, St Bede's Catholic Junior School, Appleton Village Parking, Highfield Hospital, Widnes Town Hall, St Bede's Church	96
2	The Heath School, St Chads Catholic & Church of England High School, Runcorn Train Station Car Parks 1, 2, and 3, Runcorn Hill Car Park, Runcorn Town Hall, The Grange Academy, Runcorn Hill Park.	72
3	Ditton Community Centre, Ormiston Chadwick Academy, Oakfield Community Primary School, Queen's Avenue Shops, Hale Road Parking, Ashley High School, Chestnut Lodge School, St MICHAEL'S Parish Centre	64
4	Halton General Hospital x2, St Luke's Care Home, Runcorn Shopping City, Trident Retail Park, Hallwood Park Primary School	48
5	Runcorn East Station Car Park, Murdishaw West Community Primary School, Murdishaw Community Centre, St Martin's Catholic Primary School, Murdishaw Health Centre	40
6	Warrington Road Nursery School, St John Fisher Catholic Primary School, Warrington Road Car Park, Bridges Learning Centre	32
7	Cheshire Constabulary Custody Suite, Sandymoor Community Hall x2, Sandymoor Ormiston Academy	32
8	Hough Green Station, All Saints Upton Church of England V.C. Primary School	16
9	Wellington Hotel, Hale Park	16
10	The Church of Jesus Christ of Latter-Day Saint, The Cavendish High Academy	16
11	Our Lady Mother of the Saviour Catholic Church, Palace Fields Primary Academy	16
12	N/A	0
13	Pickering's Pasture	8
14	Cronton Sixth Form College	8
15	The Brow Community Primary School, St Mary's Church Hall	8
16	Windmill Hill Primary School	8
Catchment ID	Potential Rapid Charging Site(s)	Estimated Destination Charging Provision
17	N/A	0
18	Moore Primary School	8

19	Weston Point Community Primary School	8
20	N/A	0
21	N/A	0
22	N/A	0
23	N/A	0
24	N/A	0
25	N/A	0
26	N/A	0
27	N/A	0
28	N/A	0
29	N/A	0
30	N/A	0
31	N/A	0
32	N/A	0

Source: Mott MacDonald

Table 8.2: Potential Destination (50kW+) Charger Sites (by Catchment)

Catchment ID	Potential Destination Charging Site(s)	Estimated Destination Charging Provision
1	Aldi, Widnes Market, Widnes Shopping Park, Tesco Extra, Asda, Widnes Station	36
2	Co-op Food Grangeway, Costa Coffee, BP, B&M Store, Texaco, Heron Foods	36
3	Widnes SSC, Gulf Petrol Station, SPAR, Coop Food Ditton	24
4	Runcorn Shopping City, Trident Retail Park, Asda, McDonald's	24
5	Co-op Food Murdishaw, Runcorn East Station Car Park	12
6	Planet Ice Widnes, B&M Home Store	12
7	Sandmoor Local Centre x2	12
8	Upton Community Centre, Morrisons Daily	12
9	Ivy Farm Court	6
10	Ascot Stores	6
11	Shell	6
12	Caldwell Road Car Park	6
13	Co-op Food - Hale Bank	6
14	Cronton Garden Centre	6
15	Peva Petroleum	6
16	Co-op Food - Runcorn	6
17	Daresbury Park	6
18	N/A	0
19	N/A	0
20	Aldi	6
21	N/A	0
Catchment ID	Potential Destination Charging Site(s)	Estimated Destination Charging Provision
22	N/A	0
23	N/A	0

24	N/A	0
25	N/A	0
26	N/A	0
27	N/A	0
28	N/A	0
29	N/A	0
30	N/A	0
31	N/A	0
32	N/A	0

Source: Mott MacDonald

8.3 Grid Analysis

When the ECOS tool identifies a potential location or catchment, it records the nearest primary substation to analyse any high-level capacity constraints at that location. This provides an insight into whether there are limitations at the identified location. However, the model does not actively *avoid* a site if the potential demand is high and there is insufficient grid capacity. It merely illustrates where grid upgrades are likely to be required by SPEN, potentially with financial contributions from the Charge Point Operator (CPO).

The data on the electricity grid was obtained from the SPEN distributed generation data for the MANWEB area⁴³. The spare capacity was calculated by subtracting the maximum recorded load, as a worse case, from the firm capacity to derive the remaining leeway. This remaining capacity was then compared with the total power draw of the required EV charging infrastructure from both the residential and destination charging analysis. This resulted in a new value for the remaining capacity.

The analysis identified some primary substations where grid capacity would be potentially constrained, where the resultant remaining capacity was under 2MVA. This would require some upgrades in the location by the DNO to support the 2032 demand.

The substations requiring capacity upgrades are shown in Table 8.3 below. **Table**

8.3: Primary Substations Identified with Limited Capacity

Primary Substation	Capacity (MVA)	Existing Substation Maximum Load (MVA)	Estimated Additional Load due to EV Charging (MVA)	Total New Load (MVA)	Spare Capacity (MVA)	Status
FRODSHAM LOCAL	8.17	6.54	0	6.54	1.63	Close to Capacity
RTZ	30	17.78	10.6	28.38	1.62	Close to Capacity
LUGSDALE	20	18.15	0.39	18.54	1.46	Close to Capacity

⁴³ Scottish Power Energy Networks, 2022. Distributed Generation Heat Map data. Available at: https://www.spenergynetworks.co.uk/pages/sp_manweb_heat_maps.aspx

Primary Substation	Capacity (MVA)	Existing Substation Maximum Load (MVA)	Estimated Additional Load due to EV Charging (MVA)	Total New Load (MVA)	Spare Capacity (MVA)	Status
MANOR PARK	10	8.34	0.34	8.68	1.32	Close to Capacity
NORTON CHAINS	10	8.34	0.62	8.96	1.04	Close to Capacity
APPLETON	20	18.15	1.42	19.57	0.43	Close to Capacity
RUNCORN CENTRAL	25	20.32	4.68	25	0	Over Capacity
HORNSBRIDGE	20	18.15	2.46	20.61	-0.61	Over Capacity

Source: Mott MacDonald

The model identifies the closest geographical primary substation to the site or catchment identified, therefore the actual primary substation which may be used at the site could be different.

Modelling outputs suggest that both the Runcorn Central and Hornsbridge primary substations may have particularly strained capacity in future; likely due to the close proximity of nearby amenities which in turn place higher (future) destination and rapid charging demand at these locations.

It is therefore recommended that as the charging network expands, EVCI which connect to the primary substations with potential capacity are prioritised over those with potentially constrained supply. That is, until upgrades can be made to the constrained primary substations to accommodate the potential additional load.

Further details on the assessed primary substations are summarised in Appendix D.

8.3.1 Grid Assessment Disclaimer

The potential number of EVCI that the primary substation could support is only an approximation, and no forecasting assessment was carried out on the potential future maximum load for other purposes such as residential developments or industrial uses. In addition, while a primary substation may theoretically accommodate additional load, the local grid infrastructure in the vicinity may require upgrades to support the proposed locations to provide sufficient power to a charging site.

Any future developments such as housing schemes or new National Grid connections have not been considered for the potential impact on the grid capacity. Therefore, ongoing engagement with SPEN is highly recommended throughout the infrastructure planning phases to ensure aspirations are aligned. Where constraints have been identified in the analysis, this information will be shared with SPEN to ensure clarity.

9 Implementation Considerations

This section outlines factors to be taken into account when identifying suitable sites for installing new EV chargers. Creating a comprehensive and efficient EVCI network that is available for all, regardless of sociodemographic background, entails an understanding of the end user (e.g. residents and visitors).

9.1 Residential On-Street Charging

Residential chargers usually have an output of up to 7kW and are expected to be used for extended periods of time, i.e. overnight or ad-hoc throughout the day.

When selecting a site for a new on-street residential charger, the charger should be placed closer to households that are more reliant on them i.e. households with no off-street parking, to improve accessibility, and meet the local / national parking standards guidance in place at the time of installation.

Residential on-street chargers should ideally be located within walking distance from the vehicle owner's residence. Whilst there is no national standard for the 'ideal walking distance' between an EV charger and a home, it can be assumed that most people are willing to walk 5 minutes, which is equivalent to approximately 400m.

The aim is to increase the number of households with no access to off-street parking to be within a 5 minute walk of a residential on-street charger. This can be done in two parts. Firstly, by improving the charger 5 minute walking catchment area; when choosing a location for a new charger, the catchment area should maximise the number of households without off-street parking within its boundary. Secondly, by improving the overall charger coverage within the local authority area; ensuring that the coverage of 5 minute walking catchment areas capture as many households as possible without off-street parking.

From the forecasted EVCI requirements in Table 7.10, the total required residential on-street chargers can be calculated by subtracting any existing residential EVCI (public and independently provided).

Some challenges involved with installing on-street EV chargers include a lack of space for a charging unit, and the hazards associated with trailing charging cables across pavements. However, there are emerging technologies that can be utilised in areas where installing a typical EV charger is required, but not practicable. Two examples of such technology are discussed in greater detail below.

9.1.1 Gully Charging

Households that do not have off-street parking but could charge by extending a cable from their property across a public footway, could benefit from installing a gully system to mitigate trip hazards associated with running a cable across a public footway. A gully system would enable a household to run a charging cable beneath the footway surface so that the footway remains uninterrupted. In addition to mitigating trip hazards, the benefit of a gully system is that it utilises home charging, which reduces the investment in on-street EVCI, and the number of public electricity grid connections and potential grid capacity upgrades required.

Additionally, this would benefit households as home charging is usually cheaper than public charging. However, unless parking spaces can be designated to specific vehicles and/or households, there is no guarantee that a household can park directly in front of their property to charge their vehicle.

Examples include:

- Gul-e⁴⁴, which was developed by Oxford City Council, and has been piloted in Oxfordshire and is currently being trialled in Bromley Borough, in London, and in Central Bedfordshire Council. Installation costs approximately £250 to £350 depending on location and programming, and the Gul-e units are between £329 to £499 each depending on quantity order. Wall charging units are not included.
- Kerbo Charge⁴⁵ which is currently being trialled in Durham County Council. The cost for the channel unit and installation, excluding the cost of a home charger, is £999 including VAT.
- Pavexcross⁴⁶, which is currently being trialled in Shropshire Council. The cost for the channel unit, charger and cable, and installation is approximately £1500 including VAT.

9.1.2 Lamppost and Bollard Charging

Existing lampposts can be upgraded and utilised as 'slow' chargers. They typically have an output of up to 5.5kW, and therefore would suit residential charging. They typically integrate a chargepoint socket into the lamppost, thus removing the need for additional street infrastructure. Additionally, by using the existing electricity infrastructure, no upgrades or new connections to the electricity grid are required. Existing bollards that are situated near lampposts, can be turned into a 'slow' charger by utilising existing power from a nearby lamppost.

The location of lampposts and bollards will have to be taken into consideration to avoid trailing cables. They should be ideally located on the kerb of the pavement, though if they are located at the back of the pavement a gully system could be used in conjunction.

Two providers that have already implemented this solution throughout multiple local authorities across the UK are Ubitricity⁴⁷ and CityEV⁴⁸.

9.2 Destination and Rapid Charging

The process for identifying suitable locations for destination and rapid chargers is similar to the process for residential on-street chargers; locating chargers where there will be greater demand and ensuring good overall coverage within the local authority area.

From the forecasted EVCI requirements in Table 7.10, the total required destination and rapid chargers can be calculated by subtracting any existing fast and rapid EVCI (public and independently provided).

Considerations for implementing destination and rapid chargers include:

- Site ownership:
 - Private sector ownership includes sites such as petrol stations, which are likely future hosts for rapid and ultra-rapid chargers, based on observations in other local authority areas; and supermarkets and retail parks, where destination and rapid chargers are likely to be provided. Additionally, well trafficked routes, such as trunk roads, will be likely key locations for the private sector.

⁴⁴ Gul-e, [Home - Gul-e | No Driveway? No Problem!](#)

⁴⁵ Kerbo Charge, [Kerbo Charge | Electric Car Street Charging](#)

⁴⁶ Pavexcross, [Pavexcross™ - An Introduction | Cross Pavement EV Charging](#)

⁴⁷ Ubitricity, [All you need to know when charging with ubitricity | EV driver hub](#)

⁴⁸ CityEV, [CityEV Charge Points for Business, Home & Public | UK Manufactured](#)

- Public sector ownership sites includes sites such as council-owned car parks, transport hubs, community centres, schools, leisure centres, parks, and health centres.

- Multiple use cases: for example, schools could have staff and visitors charging through the day, and local resident charging overnight.
- Dwell time: for example, council high street car park could have a mix of speeds; rapid chargers for short shopping trips and fast chargers for longer stays; and schools would have longer dwell times through the day, so lower output chargers would be more suitable.
- Placemaking: consider the placement of EVCI in promoting high streets and town centres, such as in public car parks near high streets instead of out-of-town retail. In addition, avoid placing EVCI in locations to encourage additional vehicle demand such as directly on a high street. Additionally, consider locating chargers in transport hubs to integrate EVs with other modes of transportation.

9.3 Cost Estimates

There are several variables that can impact the cost of EVCI installation, including civil works (which can vary significantly between sites), DNO connection and wider grid upgrades.

Once suitable charger locations have been identified, site surveys will be required for each site to ensure that the proposed infrastructure can be accommodated.

High-level cost estimates for hardware and installation, and DNO connection have been calculated for both 2027 and 2032 central charger forecasts. These are shown in Table 9.1 and Table 9.2, and exclude VAT.

Table 9.1: 2027 Central Forecast Cost Estimates (ex VAT)

	7kW	22kW	50kW	Total
Hardware and Installation	£3,700,000	£1,400,000	£500,000	£5,600,000
DNO Connection	£2,200,000	£800,000	£300,000	£3,300,000
Total	£5,900,000	£2,200,000	£800,000	£8,900,000

Source: Mott MacDonald

Table 9.2: 2032 Central Forecast Cost Estimates (ex VAT)

	7kW	22kW	50kW	Total
Hardware and Installation	£9,900,000	£3,600,000	£1,400,000	£14,900,000
DNO Connection	£5,900,000	£2,100,000	£800,000	£8,800,000
Total	£15,800,000	£5,700,000	£2,200,000	£23,700,000

Source: Mott MacDonald

These figures represent the hypothetical costs associated with the delivery of the forecasted number of chargers required to meet the anticipated EV demand in Halton, as set out in Section 7.5. This is irrespective of whether EVCI would be funded by the Council, private sector, or a combination of both. As stated in our approach to identifying charger locations (set out in Section 8), it is likely that at least some of the future forecasted requirement will be provided independently of public sector intervention, with a proportion of the above costs borne by private sector entities such as supermarkets or petrol station chains (i.e. locations likely to host EVCI in future).

Other costs to consider includes operational costs, which include network operating costs (such as payment processing), maintenance and repair costs, electricity costs, contract management costs and inflation.

As detailed in Section 5, the local DNO, SPEN, should be engaged to provide accurate connection costs for each charger location, once identified, as this is dependent on grid capacity in the locality and existing capacity constraints. SPEN has a connection cost estimator⁴⁹ available online, which generates cost estimations for connecting to a specific point on their electricity network.

⁴⁹ SP Energy Networks, ConnectMore EV connection Cost Estimator, available at: [ConnectMore EV Connection Cost Estimator - SP Energy Networks](#)

Assumptions made are detailed in Appendix A.

10 Commercial Delivery

This section explores and assesses different commercial models for the delivery of a public charging network in Halton. The Local Electric Vehicle Infrastructure (LEVI) Fund encourages local authorities to improve the expansion and commercialisation of local EVCI, through engaging with the chargepoint industry. A range of commercial arrangements can be used as part of the LEVI Fund criteria, including but not limited to ‘own and operate’, ‘public private commercial partnership’, ‘joint venture’, and ‘land lease’.

10.1 Scope of Commercial Delivery

The installation and operation of an EVCI network is comprised of different components, all of which need to be considered by any future commercial model. The main components are summarised in the Table 10.1.

Table 10.1: EVCI Components

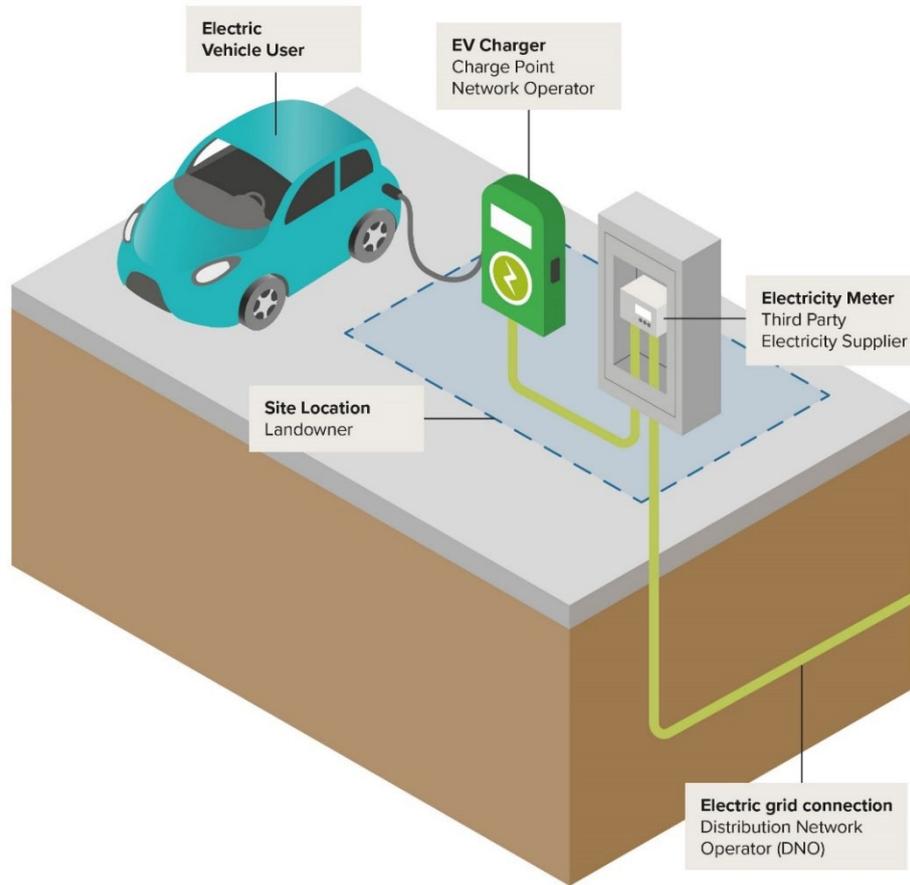
Assets	Asset Life-Cycle Costs	Operating Costs	Income Sources
<p>1. Underground Connection:</p> <ul style="list-style-type: none"> One-off cost Cost uncertainty Potentially high costs <p>2. Above Ground Chargepoint:</p> <ul style="list-style-type: none"> Technology sensitive Operator specific Cost certainty 	<ul style="list-style-type: none"> Purchase Installation Maintenance Upgrade Renewal 	<ul style="list-style-type: none"> Land Lease Power Chargers Customer Interface Back Office Enforcement 	<ul style="list-style-type: none"> User Tariffs Grant Support

This shows that the infrastructure itself is comprised of two relatively independent components:

- **The underground connection** – this provides the power supply from the grid to the chargepoint. It is a one-off expense, but can be a relatively high cost and subject to variability depending on distance to the grid etc. However, from March 2023⁵⁰, that variability will be reduced by the DNO bearing the cost of any network upgrades required to support new chargepoint demands, e.g. by upgrading substations etc. The cost of the connection to the network will still be the responsibility of the applicant. This will reduce cost uncertainty for the overall underground infrastructure requirement.
- **The above-ground chargepoint** – this provides the interface between the power supply and the EV user. Chargepoints are consumable items, being much more subject to wear and tear than the underground connection and also to technical obsolescence as standards and technology changes over time. Conversely, the cost of a chargepoint is lower than the underground connection and much less subject to uncertainty.

The infrastructure components and their typical ownership are summarised in Figure 10.1.

⁵⁰ Access and Forward-Looking Charges Significant Code Review: Decision and Direction | Ofgem

Figure 10.1: Chargepoint Infrastructure Components and Typical Ownership

Source: Mott MacDonald

10.2 Commercial Delivery Models

As noted in Table 10.1 above, the EVCI network that the Council chooses to implement will generate capital and operating costs as well as operating revenue. The commercial model determines how these costs and revenues are distributed across public and private sector parties.

On that basis, there are a minimum of three potential commercial models to consider, as follows:

- Fully private-sector-led model;
- Fully public-sector-led model, and
- Some form of public-private partnership hybrid.

In the following table, we identify four main commercial delivery models to consider, which include the first two of the above models (Model A and Model D) plus two types of hybrid models (Model B and Model C).

Table 10.2: Commercial Delivery Model Options

	A Privately Owned and Operated	B Privately Operated	C Privately Operated (with Risk Share)	D Public Sector Owned and Operated
Approach	Private sector ownership and operation of network	Public sector ownership (at end of concession contract) with private sector operation and investment	Public sector ownership (at end of concession contract) with private sector shared risk/revenue operation	Public sector ownership and operation of network
Existing and New EVCI Asset Ownership	Private	Public (concession model)	Public (concession model)	Public
Loss Making Assets	Bundled with profit-making assets	Bundled with profit-making assets	Bundled with profit-making assets	Public
Operator	Private	Private	Private	Public
Risk to Council	No	No	Yes	Yes
Revenue Stream to Council	No	No	Yes	Yes
Tariff Setting	Private	Private / Public	Private / Public	Public
LEVI Eligibility	Yes	Yes	Yes	Yes

Source: Mott MacDonald

Some initial observations from this table are as follows:

- Model A assumes that the private sector would own and operate all existing and new assets, giving them greatest control over tariff setting and charger locations.
- Model B assumes that the private sector would invest in the network via a concession model, meaning the public sector would ultimately own all existing and new assets. However, as the network would be leased via a concession model to a private sector operator, the operator would receive all revenue but assumes all asset and operating risk.
- Model C is the same as Model B, except that the public sector also enters into a risk and revenue sharing agreement with the operator (as part of the terms of the concession), receiving a level of income for assuming a level of operating risk.
- Model D assumes that the public sector would own and operate all existing and new assets, giving them full control over tariff setting and charger locations.

Further detail on each of the commercial delivery models has been included in Sections 10.2.1 to 10.2.4 below.

10.2.1 A (Privately Owned and Operated)

Description	Pros	Cons	Example
Full market-led network, with private sector funding, owning, operating and maintaining all existing and new EVCI assets. Operator collects all revenue and assumes all commercial risk. Long concessions or lease arrangements required to cover high initial capex, and local authority retains	<ul style="list-style-type: none"> • No capital or revenue risk to local authority • Minimal local authority resource commitment 	<ul style="list-style-type: none"> • Little or no local authority control over charger location or tariff • No user revenue share for local authority (may be lease payment) • Potential contestability issues over longer term 	<ul style="list-style-type: none"> • Local Authority: <i>Mid-Devon</i> • Type of contract: <i>Supplier fully funded and owned installation</i> • Revenue: <i>Local authority received small</i>

Description	Pros	Cons	Example
little/no control over either charger locations or tariff level. Private sector retains control of belowground asset beyond commission lifespan, unless specified in contract.		<ul style="list-style-type: none"> □ Potentially unviable to private sector 	<p><i>rental income as landowner</i></p> <ul style="list-style-type: none"> □ Contract length: <i>20-year lease agreement</i>

10.2.2 B (Privately Operated)

Description	Pros	Cons	Example
Local authority ownership of all EVCI assets with private sector operation of network. Assets funded through combination of private sector concessionaire investment and grant subsidy. Operator collects all revenue and assumes all commercial risk (including of existing assets). Likely long concessions required to recover high initial investment, Local authority retains full control over charger location and partial control over tariff level.	<ul style="list-style-type: none"> • Greater LA control over charger specification, location and tariff • Limited capital and no revenue risk to local authority • Low local authority resource commitment • Likely to be viable to private sector depending on terms 	<ul style="list-style-type: none"> □ No user revenue share for local authority (may be concession payment) 	<ul style="list-style-type: none"> • Local Authority: <i>Hampshire County Council</i> • Type of contract: <i>Based on combination of grant and private funding</i> • Revenue: <i>Revenue to supplier, except for 1% standing charge to Council</i> • Contract length: <i>Up to 15 years</i>

10.2.3 C (Privately Operated with Risk Share)

Description	Pros	Cons	Example
As Model B, but local authority also take share of revenue in exchange for share of risk.	<ul style="list-style-type: none"> • Greater LA control over charger location and tariff • No capital risk to local authority • Potential revenue stream to local authority 	<ul style="list-style-type: none"> • Local authority exposed to commercial risk, which could exceed revenue gain • Higher resource commitment than models A and B • Potentially unviable to private sector 	<ul style="list-style-type: none"> • Local Authority: <i>Oxford</i> • Type of contract: <i>Concession agreement covering on-street charge points funded by Go Ultra Low</i> <i>Cities Scheme grant</i> □ Revenue: <i>Most to supplier with a revenue share to the Council once charge points are profitable</i> • Contract length: <i>Sites leased to operators for 4 + 4 years</i>

10.2.4 D (Public Sector Owned and Operated)

Description	Pros	Cons	Example
			<ul style="list-style-type: none"> • Local Authority: <i>West of England</i>

Fully local authority funded, owned, operated and maintained network, with public sector funding all infrastructure installation, collecting all revenue and assuming all commercial risk. Local authority retains full control over charger location and over tariff level.	<ul style="list-style-type: none"> • Full local authority control over charger location and tariff • Full revenue stream income 	<ul style="list-style-type: none"> • Upfront capex for full asset base • Full resource commitment on local authority • Full CAPEX and OPEX risk • Required grant subsidy or borrowing levels potentially unavailable to local authority 	<ul style="list-style-type: none"> • Type of contract: <i>Own and operate model funded by Go Ultra Low Cities funding with maintenance carried out by charge point supplier</i> • Revenue: <i>All revenue goes to local authorities</i> • Contract length: <i>5 years</i>
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10.3 Existing Commercial Arrangement

Halton Borough Council currently has a public-private commercial partnership with Connected Kerb for the deployment of on-street EVCI throughout the local authority area.

At the time of writing, the Council has not identified a preferred commercial delivery model under which future EVCI would be delivered across the Halton local authority area. It is therefore recommended that the Council undertake further work to establish its own appetite to financial risks, views on the importance on revenue generation as well as establishing the likely available resources to be able to support the future provision of EVCI.

10.4 Procurement Considerations

Local authorities can procure EV charging infrastructure through one of two approaches:

- A bespoke contract award process under public procurement rules, for example through a restricted procedure; or
- Via a framework or dynamic purchasing system (DPS).

While the first option allows the local authority maximum flexibility in setting the terms of the contract, frameworks and DPSs provide a proven off-the-shelf procurement route which can reduce resources, time and costs.

10.4.1 Collaboration

Collaborative or joint procurement means combining the procurement actions of two or more contracting authorities or organisation. Collaborative procurement has benefits, such as:

- Lower resource requirements for member authorities and reducing the duplication of efforts (e.g. tendering, managing)
- Possible lower prices, this is because combining purchasing activities can lead to economies of scale. This is likely to lead to more attractive offers from suppliers who are benefiting from lower unit costs. This benefit may be particularly for small contracting authorities these advantages can be quite significant.
- Joining the procurement actions of several authorities also enables the pooling of different skills and expertise between the authorities, this has the potential to foster innovation but also to give local authorities access to expertise they may otherwise have not had access to.
- Under certain procurement routes (detailed later in this section) there is potential to provide income to the lead authority

- If a sole supplier framework is chosen there will be consistency of provision) across authorities.

However, there are also disadvantages such as relatively high resourcing demand for the lead authority in terms of time and skills, and legal risks including limitation of liability, data protection and tax treatment. Collaborative procurement can be structured in a number of ways. Figure 10.2 summarises the main options.

Figure 10.2: Example Structures of Collaborative Procurement



★ - EU Procurement rules apply

Source: Mills and Reeve, Shared Services, Shared services | Procurement Portal | Mills & Reeve

10.4.2 Contract Scope

The procurement process will need to specify the scope of the contract. This could be for a single supplier to provide all chargers over the full geography, or to split the contract across more than one supplier by charger type, sub-geography, or both. Multiple contracts increase administrative complexity and potentially lose economies of scale, but they could increase market competition and generate interest from a wider pool of suppliers.

Similarly, the proposed network could be rolled out in one of two ways:

1. Sequentially by geography;
2. In parallel across the full district

There are pros and cons to each approach, and these are summarised in Table 10.3.

Table 10.3: Pros and Cons of Phasing Approaches

Approach	Pros	Cons
Sequential by sub-area	<ul style="list-style-type: none"> ☐ Increases likely pool of bidders ☐ concession models (lower upfront capital commitment) 	<ul style="list-style-type: none"> • Risk of “cream skimming” – will a concessionaire ever get round to the more difficult/remote sites? • May lead to slower adoption of EV in areas which are later to receive EVCI
	<ul style="list-style-type: none"> • Allows time to understand market dynamics and allows adaptation as you go 	
Approach	Pros	Cons
	<ul style="list-style-type: none"> ☐ Possibility of multiple concessions, allowing some degree of more localised competition 	

Parallel across district	<ul style="list-style-type: none"> □ Gets infrastructure in place rapidly, and limits scope for 'cream skimming' □ Addresses any accessibility concerns in regional / rural communities, and supports social equity objectives 	<ul style="list-style-type: none"> □ High cost – may limit market participation under concession models and/or lead to higher cost to LA □ May lead to overprovision before local market dynamics are understood
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Source: Mott MacDonald

Details on concession duration can be developed during the procurement phase of the project. Generally, shorter concession periods are likely to need a greater level of subsidy due to their shorter payback period. Some concerns around longer-concession periods around:

1. Excessive concessionaire earnings; and
2. Lack of asset renewal can be addressed via contract terms e.g. via revenue sharing mechanisms and specified maximum periods before renewal.

11 Next Steps

Having established the strategy for the future provision of EVCI across the Halton local authority area, the final section of this report looks ahead to the next steps required to enable the Council to realise its ambitions in delivering EVCI.

11.1 Continued DNO Engagement

As stated in Section 5, initial efforts have been made to engage SPEN, however, more in-depth discussions are now required in order to better understand how the EVCI proposed as part of this strategy will impact upon the distribution network.

Discussions should highlight any risks in delivering EVCI where current distribution networks are at or near to distribution capacity. As stated within Section 8, while an initial grid capacity assessment has been undertaken using publicly available data sources, the outputs will require detailed validation and review by SPEN.

Once confirmed, this can help facilitate discussions and crucially in identifying upgrade pathways in the coming years to support the levels of EV demand forecasted across the Halton local authority area. For the Council, DNO engagement will assist in prioritising EVCI investment in line with planned upgrades to the distribution network. This would mitigate any potential issues resulting from installing EVCI which is then unable to be connected to the network, impacting commercial agreements and warranties.

11.2 Detailed Charge Point Operator Engagement

While broad engagement has been undertaken to understand CPO preferences around key elements of EVCI provision, further detailed engagement with potential suppliers is recommended. This could include a PIN exercise which specifically demonstrates the suppliers' appetite for operations within the region and could therefore be used to guide Council preferences on commercial delivery models and establish greater detail around technical specifications and preferred contract terms.

If a regional approach is decided, it may also be beneficial for the combined authority to engage in a similar market engagement activity, allowing for an understanding of the best options available for regional and joint commercial and procurement approaches.

11.3 Establish Commercial Preferences

At the time of writing, the Council has not identified a preferred commercial delivery model under which future EVCI would be delivered across the Halton local authority area. It is therefore recommended that the Council undertake further work to establish its own appetite to financial risks, views on the importance on revenue generation as well as establishing the likely available resources to be able to support the future provision of EVCI.

11.4 Establish Funding

The Council should now seek and confirm available public sector funding and continue to investigate how this could be supported through leveraging private sector investments; either through a concession basis, or through leasing. Further market engagement and establishing a preferred commercial and procurement route may support different funding mechanisms.

11.5 Continued Refinement of Site Identification

Using the outputs from the ECOS modelling, further detailed work should be undertaken to identify feasible locations within Halton. This may include:

- Consider any relevant Place-Based principles, such as low traffic neighbourhoods and ensure proposed locations support these aims.
- Confirm the feasibility of hosting EVCI at council-owned facilities.
- Develop relationships with local businesses and the private sector to understand future plans for the provision of charge points in existing developments.
- Continue to engage with social housing providers such as Halton Housing to support the installation of EV charge points for residential use.
- Using the ranking identified by the ECOS model to prepare a detailed phasing/delivery plan which identifies high priority sites for implementation in specific future years (likely informed by future discussions with SPEN).
- Develop a process to monitor the registered number of EVs within the council area against the forecasts outlined in this strategy to identify opportunities for further interventions in charging infrastructure, if for example the pace of installation does not keep up with EV registrations. It is recommended EV uptake is monitored yearly, with a full review in two years' time and then at five-year intervals thereafter.

Appendices

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A. Assumptions Log

ID	Workstream	Subject	Assumption Description	Any supporting data?	Date Identified
1	Demand Forecast	Forecasting of the total number of EVs	No vehicle fleet age/survival rate has been applied.	N/A	September 2023
2	Demand Forecast	Proportion of first-time registered vehicles in Halton	It has been assumed that the proportion of first-time registered vehicles in Halton to first-time registered vehicles in the UK, is the same as the proportion of the total number of cars registered in Halton to the total number of cars registered in the UK.	N/A	September 2023
3	Demand Forecast	BEV cars and LGVs	All first-time registered cars and LGVs in 2036 will be BEVs due to the ban of petrol and diesel cars and LGVs in 2030 and PHEV cars and LGVs in 2035.	N/A	September 2023
4	Infrastructure Forecast	Plug-In Hybrid Vehicle Energy Demand	PHEVs are assumed to have 37% of electricity requirements than BEV due to driving in electric only mode 37% of the time.	International Council on Clean Transportation	September 2023
5	Infrastructure Forecast	On/Off-street Parking Percentages	No localised data available specific to HBC area, therefore utilised the second-most deprived area (in line with HBC) for the proportion of on/off-street parking at 54% on-street.	England Housing Survey - Table DA2202 (SST2.5)	September 2023
6	Infrastructure Forecast	ULEV Annual Vehicle km same as BEV - i.e. no behaviour change based on	The calculated annual average vehicle km driven is assumed fuel type.	N/A	September 2023 Forecast to be the
7	Infrastructure Forecast	Vehicle Efficiency	Assumed that current BEV efficiency does not improve and remains the same in the future forecast years as current vehicle models available in 2022, as a conservative assumption.	N/A	September 2023
8	Infrastructure Forecast	Vehicle Mileage	Assumed the DfT UK vehicle mileage by vehicle type is the same distribution as the Halton.	N/A	September 2023
9	Infrastructure Forecast	Proportion of Vehicle Types	Assumed the future proportion of vehicle types for Halton remains the same as per the 2021 data.	N/A	September 2023
10	Infrastructure Forecast	Charger Utilisation	The average daily charge time has been calculated based on the methodology outlined in the ICCT document for public and fast charging infrastructure. This approach is based on the forecast number of EV per million population using an evidence-based formula.	International Council on Clean Transportation	September 2023
11	Infrastructure Forecast	Annualisation Factor	Annualisation factor assumed to be 362 days	N/A	September 2023

ID	Workstream	Subject	Assumption Description	Any supporting data?	Date Identified
12	Infrastructure Forecast	LGV Ownership	Assumed Halton LGV ownership is the same as UK wide - 48% are privately owned.	DfT Vehicle Licensing VEH0105	September 2023
13	Infrastructure Forecast	Forecast Traffic Volumes	DfT Table 1 Road Traffic Forecasts: Scenario 7 Shift to EVs - traffic in England and Wales used to derive future traffic volumes in the HBC area.	RFT18	September 2023
14	Cost Estimate	Hardware and Installation	Hardware and installation costs have been derived from Energy Saving Trust's Electric Vehicle Infrastructure Guide. The values have been factored up by 17% (inflation from 2021 to July 2023 – using Bank of England's inflation calculator).	https://evinfrastructureguide.com/chapter/powering-yourchargepoints/costconsiderations/	September 2023
15	Cost Estimate	DNO connection	DNO connection costs have been derived from SP Energy Networks' Electric Vehicle Handbook. The values have been factored up by 17% (inflation from 2021 to July 2023 – using Bank of England's inflation calculator).	https://www.spenergynetworks.co.uk/userfiles/file/Electric_Vehicle_Handbook.pdf	September 2023
16	Grid Capacity	Primary substation data	Data taken from the SPEN Distributed Generation Heat maps. Spare capacity is calculated as follows: Spare_Capacity_MVA = Group_Firm_Capacity_MVA - Group_Maximum_Load_MVA. This is a worst-case scenario for spare capacity at primary substations as Maximum_Load_MVA is the highest recorded load. In reality the load may very rarely reach this level.	N/A	September 2023
16	Grid Capacity	Primary substation data	Data taken from the SPEN Distributed Generation Heat maps. Spare capacity is calculated as follows: Spare_Capacity_MVA = Group_Firm_Capacity_MVA - Group_Maximum_Load_MVA. This is a worst-case scenario for spare capacity at primary substations as Maximum_Load_MVA is the highest recorded load. In reality the load may very rarely reach this level.	N/A	September 2023

B. Existing EVCI

B.1 List of Existing EVCI Locations

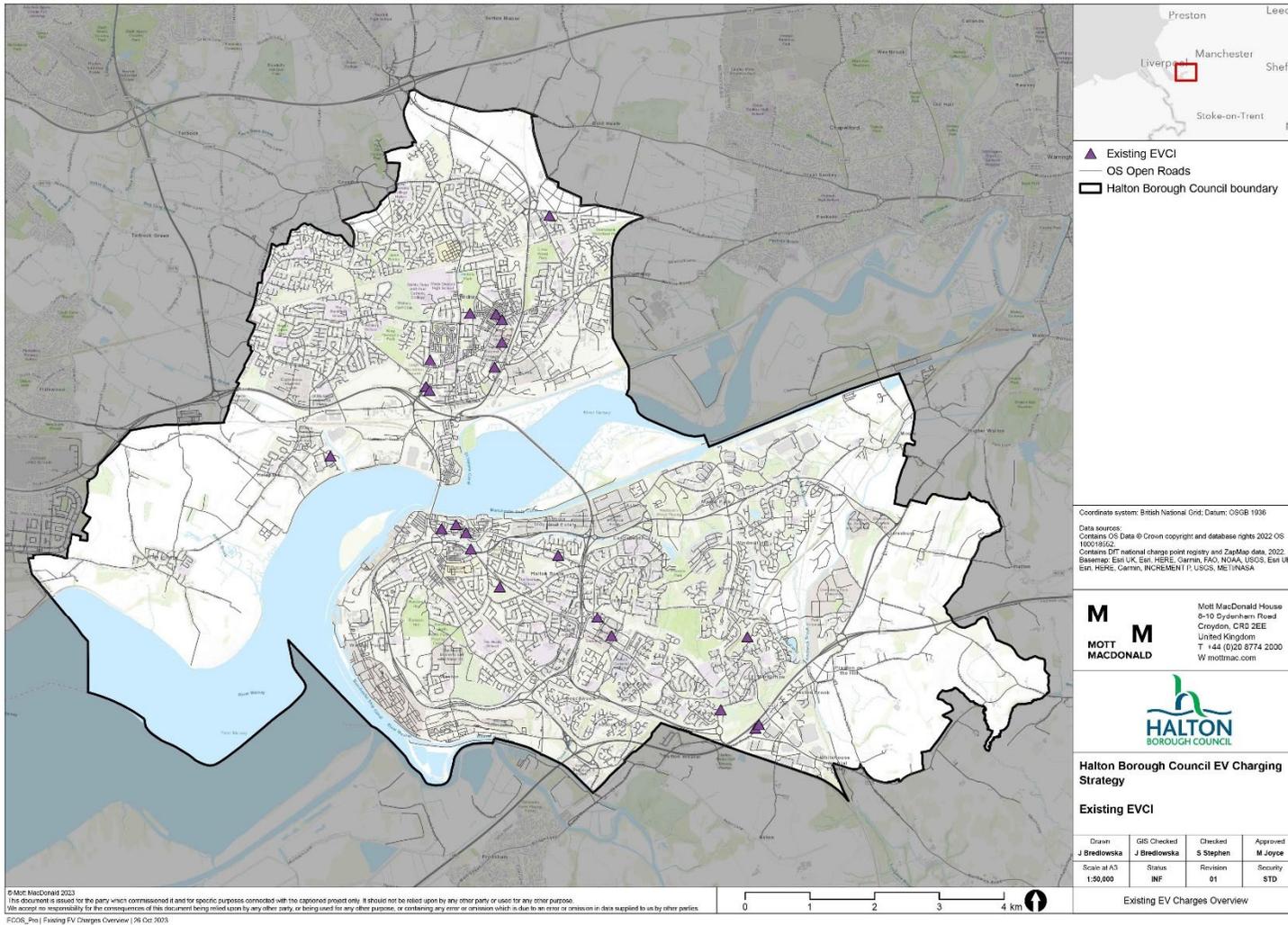
Site	Operator	Postcode	X	Y	Location	Private/ Council	Sector	EVCP	Socket s	Max Output
Wellington Street, Halton	Connected Kerb	WA7 1LB	351058	383045	Car Park	Private	Destination	1	1	7kW
Wellington Street, Halton	Connected Kerb	WA7 1LB	351058	383045	Car Park	Private	Destination	1	1	7kW
Wellington Street, Halton	Connected Kerb	WA7 1LB	351058	383045	Car Park	Private	Destination	1	1	7kW
Wellington Street, Halton	Connected Kerb	WA7 1LB	351058	383045	Car Park	Private	Destination	1	1	7kW
Wellington Street, Halton	Connected Kerb	WA7 1LB	351058	383045	Car Park	Private	Destination	1	1	7kW
Wellington Street, Halton	Connected Kerb	WA7 1LB	351058	383045	Car Park	Private	Destination	1	1	7kW
Wellington Street, Halton	Connected Kerb	WA7 1LB	351058	383045	Car Park	Private	Destination	1	1	7kW
Wellington Street, Halton	Connected Kerb	WA7 1LB	351058	383045	Car Park	Private	Destination	1	1	7kW
Wellington Street, Halton	Connected Kerb	WA7 1LB	351058	383045	Car Park	Private	Destination	1	1	7kW
Church Street	LiFe	WA7 1LL	351283	383111	On-Street	Council	Destination	1	2	7kW
High Street	Other	WA7 1AP	351438	382985	Car Park	Private	Destination	1	1	22kW
High Street	Other	WA7 1AP	351438	382985	Car Park	Private	Destination	1	1	22kW
High Street	Other	WA7 1AP	351438	382985	Car Park	Private	Destination	1	1	22kW
High Street	Other	WA7 1AP	351438	382985	Car Park	Private	Destination	1	1	22kW
Ten Lock Flight Pub & Restaurant	Osprey	WA7 5TW	351511	382738	Car Park	Private	Journey	1	2	50kW
Runcorn Town Hall/Heath Road	Swarco E.Connect	WA7 5TD	351958	382154	Car Park	Private	Destination	1	2	22kW
Halton Road	Connected Kerb	WA7 5RW	352861	382638	On-Street	Private	Destination	1	1	7kW
Halton Road	Connected Kerb	WA7 5RW	352861	382638	On-Street	Private	Destination	1	1	7kW
Pentagon Motor Group Ltd Runcorn	Mer	WA7 2XP	353466	381678	Car Park	Private	Destination	1	2	22kW
Queen of Hearts Pub	Unknown	WA7 6SA	355372	380265	Car Park	Private	Destination	1	2	22kW
Shopping City	Pod Point	WA7 2PE	353685	381395	Car Park	Private	Destination	1	2	7kW
Runcorn East Railway Station	bp pulse	WA7 6EP	355784	381376	Car Park	Private	Destination	1	2	7kW
Premier Inn Runcorn	Pod Point	WA7 3BB	355909	379982	Car Park	Private	Destination	1	2	7kW
Wellfield Business Park	Unknown	WA7 3FR	355962	380039	Car Park	Private	Destination	1	1	7kW
Wellfield Business Park	Unknown	WA7 3FR	355962	380039	Car Park	Private	Destination	1	1	7kW

Site	Operator	Postcode	X	Y	Location	Private/ Council	Sector	EVCP	Socket s	Max Output
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Wellfield Business Park	Unknown	WA7 3FR	355962	380039	Car Park	Private	Destination	1	1	7kW
Wellfield Business Park	Unknown	WA7 3FR	355962	380039	Car Park	Private	Destination	1	1	7kW
Everglass Park Hotel	Vend Electric	WA8 3UJ	352726	387858	Car Park	Private	Destination	1	1	22kW
Everglass Park Hotel	Vend Electric	WA8 3UJ	352726	387858	Car Park	Private	Destination	1	1	22kW
Appleton Village Halton	Connected Kerb	WA8 6SE	351498	386354	Street	Private	Destination	1	1	7kW
Appleton Village Halton	Connected Kerb	WA8 6SE	351498	386354	Street	Private	Destination	1	1	7kW
Appleton Village Halton	Connected Kerb	WA8 6SE	351498	386354	Street	Private	Destination	1	1	7kW
Routledge Street Halton	Connected Kerb	WA8 6LG	351900	386342	Street	Private	Destination	1	1	7kW
Routledge Street Halton	Connected Kerb	WA8 6LG	351900	386342	Street	Private	Destination	1	1	7kW
Routledge Street Halton	Connected Kerb	WA8 6LG	351900	386342	Street	Private	Destination	1	1	7kW
Routledge Street Halton	Connected Kerb	WA8 6LG	351900	386342	Street	Private	Destination	1	1	7kW
Routledge Street Halton	Connected Kerb	WA8 6LG	351900	386342	Street	Private	Destination	1	1	7kW
Routledge Street Halton	Connected Kerb	WA8 6LG	351900	386342	Street	Private	Destination	1	1	7kW
Routledge Street Halton	Connected Kerb	WA8 6LG	351900	386342	Street	Private	Destination	1	1	7kW
Routledge Street Halton	Connected Kerb	WA8 6LG	351900	386342	Street	Private	Destination	1	1	7kW
Routledge Street Halton	Connected Kerb	WA8 6LG	351900	386342	Street	Private	Destination	1	1	7kW
Albert Road Halton	Connected Kerb	WA8 6LG	351993	386258	Street	Private	Destination	1	1	7kW
Albert Road Halton	Connected Kerb	WA8 6LG	351993	386258	Street	Private	Destination	1	1	7kW
Albert Road Halton	Connected Kerb	WA8 6LG	351993	386258	Street	Private	Destination	1	1	7kW
Albert Road Halton	Connected Kerb	WA8 6LG	351993	386258	Street	Private	Destination	1	1	7kW
Albert Road Halton	Connected Kerb	WA8 6LG	351993	386258	Street	Private	Destination	1	1	7kW
Albert Road Halton	Connected Kerb	WA8 6LG	351993	386258	Street	Private	Destination	1	1	22kW
Morrisons Widnes	Genie Point	WA8 6UA	351990	385912	Car Park	Private	Journey	1	2	50kW
Tesco Extra Widnes	Pod Point	WA8 7YT	351877	385529	Car Park	Private	Journey	1	2	50kW
Tesco Extra Widnes	Pod Point	WA8 7YT	351877	385529	Car Park	Private	Destination	1	2	7kW
Tesco Extra Widnes	Pod Point	WA8 7YT	351877	385529	Car Park	Private	Destination	1	2	22kW
Widnes Vikings Stadium	LiFe	WA8 7DZ	350881	385638	Car Park	Private	Destination	1	2	7kW
McDonald's Widnes Moor	InstaVolt	WA8 7AP	350817	385231	Car Park	Private	Journey	1	2	50kW
Site	Operator	Postcode	X	Y	Location	Private/ Council	Sector	EVCP	Socket s	Max Output
McDonald's Widnes Moor	InstaVolt	WA8 7AP	350817	385231	Car Park	Private	Journey	1	2	50kW

Foundry House	Unknown	WA8 8GT	349341	384161	Car Park	Private	Destination	1	2	22kW
Foundry House	Unknown	WA8 8GT	349341	384161	Car Park	Private	Destination	1	2	22kW
Bristol Street Motors Nissan Widnes	Nissan Dealerships	WA8 7AL	350872	385172	Car Park	Private	Destination	1	2	7kW

B.2 Plan of Existing EVCI Locations



Source: Mott MacDonald

C. ECOS Modelling Outputs

C.1 List of Proposed Residential Charging Locations

Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
1	Greenway Road	WA7 4NT	253	0	0	16	112	PICOW FARM ROAD
2	Actons Wood Lane	WA7 1GX	187	0	0	16	112	NORTON CHAINS
3	Bridge Street	WA7 1BL	142	0	0	12	84	MERSEY ROAD
4	Warrington Road	WA8 0AU	141	0	0	12	84	USAC
5	The Glen	WA7 2TA	133	0	0	12	84	RUNCORN CENTRAL
6	Old Coach Road	WA7 1GQ	132	0	0	12	84	PICOW FARM ROAD
7	Hale Road	WA8 8SD	128	0	0	12	84	DITTON
8	Abbey Road	WA8 8AD	121	0	0	12	84	GAVIN ROAD
9	Tilbury Place	WA7 6JE	119	0	0	12	84	MURDISHAW
10	Squires Avenue	WA8 7LZ	114	0	0	12	84	APPLETON
11	Ansdell Road	WA8 6RQ	110	0	0	8	56	APPLETON
12	Harrison Lane	WA8 8TN	107	0	0	8	56	RTZ
13	The Uplands	WA7 2UB	105	0	0	8	56	RUNCORN CENTRAL
14	St Austell Close	WA7 6AN	102	0	0	8	56	MURDISHAW
15	Lockgate West	WA7 6LE	102	0	0	8	56	MANOR PARK
16	-	WA7 1DY	102	0	0	8	56	DARESBURY NPL
17	-	WA4 6SS	101	0	0	8	56	DARESBURY NPL
18	Terrace Road	WA8 0EZ	101	0	0	8	56	PITT STREET
19	Hough Green Road	WA8 4XN	97	0	0	8	56	HOUGH GREEN
20	Woodhatch Road	WA7 6AF	97	0	0	8	56	RUNCORN CENTRAL
21	Kenview Close	WA8 8XA	95	0	0	8	56	RTZ
22	Page Lane	WA8 0AE	94	0	0	8	56	LUGSDALE
23	Stenhills Crescent	WA7 5EE	94	0	0	8	56	HALTON ROAD
24	Liverpool Road	WA8 8HA	92	0	0	8	56	DITTON

Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
25	Alderwood Court	WA8 9DR	92	0	0	8	56	DITTON
26	Cunningham Road	WA8 8EE	89	0	0	8	56	DITTON
27	-	WA7 1QY	88	0	0	8	56	DARESBUARY PARK
28	Grangeway	WA7 5YW	86	0	0	8	56	CLIFTON
29	-	WA7 5HJ	85	0	0	8	56	CLIFTON
30	-	WA7 4HY	84	0	0	8	56	PERCIVAL LANE
31	Halton Brook Avenue	WA7 2NW	84	0	0	8	56	HALTON ROAD
32	Farnworth Street	WA8 9LH	82	0	0	8	56	HORNSBRIDGE
33	Crown Avenue	WA8 8AT	82	0	0	8	56	GAVIN ROAD
34	-	WA4 4AW	80	0	0	8	56	DARESBUARY PARK
35	-	WA8 9PA	79	0	0	8	56	DITTON
36	Ireland Road	L24 4AP	76	0	0	8	56	ALDERWOOD AVE
37	Barnfield Avenue	WA7 6DT	74	0	0	8	56	MURDISHAW
38	Haddon Drive	WA8 4PP	73	0	0	8	56	HOUGH GREEN
39	St Wilfreds Road	WA8 3AP	72	0	0	8	56	HORNSBRIDGE
40	Catherine Street	WA8 7AJ	72	0	0	8	56	MERSEY BRIDGE
41	-	WA8 6PH	71	0	0	8	56	LUGSDALE
42	Hampton Court Way	WA8 3ET	70	2	0	6	56	HORNSBRIDGE
43	Cherrysutton	WA8 4TF	70	0	0	8	56	HOUGH GREEN
44	Hill Top Road	WA4 4GA	69	0	0	8	56	DARESBUARY PARK
45	Mansell Close	WA8 9WL	68	0	0	8	56	HORNSBRIDGE
46	Marina Lane	WA7 6HJ	67	0	0	8	56	MURDISHAW
47	Fox Street	WA7 5BP	66	0	0	8	56	PICOW FARM ROAD
48	Meadway	WA7 2DX	65	0	0	8	56	RUNCORN CENTRAL
49	Chester Close	WA7 2HY	61	0	0	8	56	MACKAMAX

Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
50	Edendale	WA8 4YD	61	0	0	8	56	HOUGH GREEN
51	Brindley Street	WA7 1EF	59	9	0	3	84	PICOW FARM ROAD
52	Crow Wood Lane	WA8 3LY	59	0	0	4	28	HORNSBRIDGE
53	Mill Green Lane	WA8 3UP	59	0	0	4	28	HORNSBRIDGE
54	Delph Lane	WA4 6SS	58	0	0	4	28	DARESBUY NPL
55	-	WA7 6QT	57	0	0	4	28	DARESBUY PARK
56	Cradley	WA8 7PJ	56	0	0	4	28	DITTON
57	Birchfield Road	WA8 7TE	56	0	0	4	28	APPLETON
58	Acacia Grove	WA7 5JT	54	0	0	4	28	HALTON ROAD
59	Lakeside Close	WA8 8RH	54	0	0	4	28	GAVIN ROAD
60	Crossway	WA8 8SJ	54	0	0	4	28	DITTON
61	St Michael's Road	WA8 8TF	54	0	0	4	28	GAVIN ROAD
62	Stalbridge Drive	WA7 1LY	51	0	0	4	28	NORTON CHAINS
63	Main Street	WA7 2AB	49	0	0	4	28	RUNCORN CENTRAL
64	Castlefields Avenue North	WA7 2LE	48	0	0	4	28	ASTMOOR IND EST
65	Coney Grove	WA7 6BT	48	0	0	4	28	RUNCORN CENTRAL
66	-	WA8 9YP	47	0	0	4	28	DITTON
67	Heath Road	WA8 7NL	44	0	0	4	28	DITTON
68	Norton Lane	WA7 2PR	44	0	0	4	28	RUNCORN CENTRAL
69	Palace Fields Avenue	WA7 2RD	44	0	0	4	28	RUNCORN CENTRAL
70	Delph Lane	WA4 4AN	44	0	0	4	28	DARESBUY NPL

71	Cypress Grove	WA7 5HX	43	0	0	4	28	CLIFTON
72	Cotton Lane	WA7 5ND	42	0	0	4	28	RUNCORN CENTRAL
73	Ashton Close	WA7 4RU	42	0	0	4	28	CLIFTON

Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
74	Quadrant Close	WA7 6DW	42	0	0	4	28	MURDISHAW
75	Main Street	WA7 2AT	41	0	0	4	28	RUNCORN CENTRAL
76	Ireland Street	WA8 0TS	41	0	0	4	28	USAC
77	Cambridge Street	WA8 6DF	40	0	0	4	28	LUGSDALE
78	De Lacy Row	WA7 2ND	40	0	0	4	28	MACKAMAX
79	Nortonwood Lane	WA7 6QQ	39	0	0	4	28	MURDISHAW
80	Gorsewood Road	WA7 6HZ	39	0	0	4	28	MURDISHAW
81	-	WA8 8LY	38	0	0	4	28	RTZ
82	Fleetwood Walk	WA7 6EA	38	0	0	4	28	MURDISHAW
83	Calvers	WA7 2EN	37	0	0	4	28	RUNCORN CENTRAL
84	Sinclair Avenue	WA8 7LU	36	0	0	4	28	MERSEY BRIDGE
85	St Marys Road	WA8 0DP	35	0	0	4	28	MERSEY ROAD
86	-	WA8 9DU	35	0	0	4	28	DITTON
87	Woodridge	WA7 6LW	35	0	0	4	28	MANOR PARK
88	The Uplands	WA7 2UE	35	0	0	4	28	RUNCORN CENTRAL
89	Gleadmere	WA8 4YQ	35	0	0	4	28	HOUGH GREEN
90	-	WA7 6PE	34	0	0	4	28	MURDISHAW
91	Strafton Park	WA8 9FA	33	0	0	4	28	HORNSBRIDGE
92	-	WA7 4BE	33	0	0	4	28	PICOW FARM ROAD
93	Holloway	WA7 4TN	32	0	0	4	28	PICOW FARM ROAD
94	Heather Close	WA7 3HW	32	0	0	4	28	CLIFTON
95	Pitts Heath Lane	WA7 1UE	31	0	0	4	28	NORTON CHAINS

96	Lockett Road	WA8 6QF	31	0	0	4	28	APPLETON
97	Russell Road	WA7 4BG	29	0	0	4	28	PERCIVAL LANE
Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
98	Windmill Hill Avenue South	WA7 6QZ	29	0	0	4	28	MANOR PARK
99	Weates Close	WA8 3XY	29	0	0	4	28	HORNSBRIDGE
100	Palace Fields Avenue	WA7 6AQ	29	0	0	4	28	RUNCORN CENTRAL
101	Kingshead Close	WA7 2GL	28	0	0	4	28	MACKAMAX
102	-	WA7 2UL	27	0	0	4	28	RUNCORN CENTRAL
103	Wyncroft Road	WA8 8PZ	27	0	0	4	28	GAVIN ROAD
104	Northwood Road	WA7 5RQ	26	0	0	4	28	ASTMOOR IND EST
105	-	WA4 4GD	26	0	0	4	28	DARESBUY PARK
106	Crawford Avenue	WA8 8XP	26	0	0	4	28	GAVIN ROAD
107	Maricopa Close	WA7 2UU	26	0	0	4	28	MACKAMAX
108	Cowanway	WA8 9AG	26	0	0	4	28	HORNSBRIDGE
109	-	L24 4EA	25	0	0	4	28	ALDERWOOD AVE
110	-	WA7 1YE	25	0	0	4	28	NORTON CHAINS
111	Haddon Drive	WA8 4SE	24	0	0	4	28	HOUGH GREEN
112	Buckland Close	WA8 8YD	24	0	0	4	28	DITTON
113	-	WA8 8AA	24	0	0	4	28	DITTON
114	Claremont Avenue	WA8 9NB	24	0	0	4	28	HORNSBRIDGE
115	Camborne Close	WA7 6AZ	24	0	0	4	28	MURDISHAW
116	Lobelia Grove	WA7 3HX	24	0	0	4	28	RUNCORN CENTRAL

117	Fernhurst	WA7 2NJ	23	0	0	4	28	HALTON ROAD
118	Spinney Avenue	WA8 8LB	23	0	0	4	28	GAVIN ROAD
119	Cunningham Drive	WA7 4DY	23	0	0	4	28	PERCIVAL LANE
120	Wycliffe Road	WA7 5XB	23	0	0	4	28	HALTON ROAD
121	Norland's Lane	WA8 5AL	23	0	0	4	28	HORNSBRIDGE

Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
122	Clap Gate Crescent	WA8 8UN	22	0	0	4	28	RTZ
123	-	WA7 1GU	22	0	0	4	28	MERSEY ROAD
124	Liverpool Road	WA8 7ER	22	0	0	4	28	APPLETON
125	Hale Bank Road	WA8 8NQ	22	0	0	4	28	RTZ
126	-	WA7 6ER	22	0	0	4	28	MURDISHAW
127	Delph Lane	WA4 6SU	22	0	0	4	28	DARESBURY NPL
128	Chester Road	WA4 4AZ	22	0	0	4	28	DARESBURY PARK
129	Netherfield	WA8 8DA	22	0	0	4	28	DITTON
130	-	WA7 1XW	21	0	0	4	28	DARESBURY PARK
131	Coulton Road	WA8 3DX	21	0	0	4	28	HORNSBRIDGE
132	Biddlestone Cross	WA8 9AU	21	0	0	4	28	DITTON
133	Finsbury Park	WA8 5AA	21	0	0	4	28	HORNSBRIDGE
134	Mckinley Way	WA8 9QH	21	0	0	4	28	APPLETON
135	Norleane Crescent	WA7 5ET	21	0	0	4	28	CLIFTON
136	Whitby Road	WA7 5PS	21	0	0	4	28	PICOW FARM ROAD
137	King Oswald Crescent	WA8 5AB	21	0	0	4	28	HORNSBRIDGE

138	Bankfield Road	WA8 7XB	20	0	0	4	28	DITTON
139	The Glen	WA7 2TD	20	0	0	4	28	RUNCORN CENTRAL
140	Green Oaks Path	WA8 0BU	19	0	0	4	28	USAC
141	Littlegate	WA7 2EE	19	0	0	4	28	RUNCORN CENTRAL
142	Castlefields Avenue South	WA7 2LT	19	0	0	4	28	RUNCORN CENTRAL
143	Hale Road	WA8 8XQ	19	0	0	4	28	RTZ
144	-	WA7 2XG	19	0	0	4	28	MACKAMAX
145	Murdishaw Avenue	WA7 6DL	19	1	0	3	28	MURDISHAW

Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
146	Runcorn Road	WA4 6TZ	18	0	0	4	28	DARESBURY NPL
147	Boston Avenue	WA7 5JP	18	0	0	4	28	HALTON ROAD
148	Twyford Close	WA8 9RN	18	0	0	4	28	HORNSBRIDGE
149	Sandy Lane	WA7 3AW	18	0	0	4	28	BASS CHARRINGTON
150	St Patricks Close	WA8 0QS	18	0	0	4	28	PITT STREET
151	Warrington Road	WA7 2JP	17	0	0	4	28	ASTMOOR IND EST
152	Danescroft	WA8 4TE	17	0	0	4	28	HOUGH GREEN
153	-	WA4 4AW	17	0	0	4	28	DARESBURY NPL
154	Kestrels Way	WA7 2FB	17	0	0	4	28	RUNCORN CENTRAL
155	Deepdale	WA8 4NN	16	0	0	4	28	HOUGH GREEN
156	-	WA8 3LJ	16	0	0	4	28	HORNSBRIDGE
157	Appleton Village	WA8 6EQ	16	3	0	1	28	APPLETON
158	St Luke's Crescent	WA8 9HU	16	0	0	4	28	HORNSBRIDGE
159	Red Brow Lane	WA4 4AA	15	0	0	4	28	DARESBURY PARK
160	Moorfield Road	WA8 3HL	15	0	0	4	28	HORNSBRIDGE
161	Ash Lane	WA8 8JQ	15	0	0	4	28	GAVIN ROAD

162	Hollybank Road	WA7 2AW	15	0	0	4	28	RUNCORN CENTRAL
163	Lonsdale Close	WA8 8EZ	15	0	0	4	28	GAVIN ROAD
164	Croasdale Drive	WA7 2RJ	13	0	0	4	28	CLIFTON
165	Linnets Park	WA7 1SA	13	0	0	4	28	HALTON ROAD
166	Murdishaw Avenue	WA7 6JD	13	0	0	4	28	MURDISHAW
167	-	WA8 8UU	13	0	0	4	28	RTZ
168	Brandon	WA8 4SY	13	0	0	4	28	HOUGH GREEN
169	-	WA4 6SU	13	0	0	4	28	DARESBURY NPL
170	Cartmell Close	WA7 4YS	13	0	0	4	28	CLIFTON

Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
171	Hollybank	WA4 6UE	13	0	0	4	28	DARESBURY NPL
172	Moughland Lane	WA7 4TF	12	0	0	4	28	PICOW FARM ROAD
173	Stonehills Lane	WA7 5XU	12	0	0	4	28	HALTON ROAD
174	Rosewood Grove	WA8 8GL	12	0	0	4	28	GAVIN ROAD
175	-	WA7 1XY	12	0	0	4	28	DARESBURY PARK
176	-	WA8 9EE	12	0	0	4	28	APPLETON
177	Chapel Lane	WA8 4NU	12	0	0	4	28	HOUGH GREEN
178	Cedardale Park	WA8 3JU	12	0	0	4	28	HORNSBRIDGE
179	Waterford Way	WA7 6DY	12	0	0	4	28	MURDISHAW
180	Duxford Close	WA7 1WD	12	0	0	4	28	DARESBURY NPL
181	Coppice Close	WA7 2XE	12	0	0	4	28	RUNCORN CENTRAL
182	Wheatlands	WA7 2DS	12	0	0	4	28	HALTON ROAD
183	Weston Road	WA7 4LJ	11	0	0	4	28	PERCIVAL LANE
184	-	WA8 8LS	11	0	0	4	28	RTZ
185	-	WA8 3UP	11	0	0	4	28	HORNSBRIDGE
186	Troutbeck Close	WA7 3JG	11	0	0	4	28	RUNCORN CENTRAL
187	-	WA7 6TB	11	0	0	4	28	MURDISHAW

188	Foxley Heath	WA8 7EB	10	0	0	4	28	DITTON
189	-	WA7 1YE	10	0	0	4	28	DARESBUARY PARK
190	-	WA7 1QY	10	0	0	4	28	DARESBUARY PARK
191	Rathlin Close	WA8 3YW	10	0	0	4	28	HORNSBRIDGE
192	Dukes Wharf	WA7 3AE	10	0	0	4	28	DARESBUARY PARK
193	Hazel Grove	WA7 1UT	9	0	0	4	28	NORTON CHAINS
194	Mersey Road	WA7 1DG	9	0	0	4	28	MERSEY ROAD
195	-	WA7 6UT	9	0	0	4	28	RUNCORN CENTRAL

Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
196	Malmesbury Park	WA7 1XD	9	0	0	4	28	NORTON CHAINS
197	-	WA7 2LG	9	0	0	4	28	MACKAMAX
198	Upton Lane	WA8 9DJ	9	0	0	4	28	DITTON
199	-	WA8 9PB	9	0	0	4	28	DITTON
200	Chester Road	WA4 4FX	9	0	0	4	28	DARESBUARY NPL
201	Banks' Lane	WA7 4LL	9	0	0	4	28	CLIFTON
202	Wolverton Drive	WA7 6PQ	9	0	0	4	28	MURDISHAW
203	Whernside	WA8 4YW	9	0	0	4	28	DITTON
204	Masefield Avenue	WA8 7BJ	8	1	0	3	28	MERSEY BRIDGE
205	-	WA7 4PT	8	0	0	4	28	PICOW FARM ROAD
206	Preece Close	WA8 9WQ	8	0	0	4	28	DITTON
207	Castle Rise	WA7 5XW	8	0	0	4	28	HALTON ROAD
208	Grangemoor	WA7 5YB	8	0	0	4	28	CLIFTON
209	Hampton Court Way	WA8 3EQ	8	2	0	2	28	HORNSBRIDGE
210	Calvers	WA7 2EW	8	0	0	4	28	RUNCORN CENTRAL
211	Elkan Close	WA8 3JW	8	0	0	4	28	HORNSBRIDGE
212	Kingsway	WA8 7JQ	7	3	0	1	28	APPLETON
213	Goldcrest Close	WA7 3JT	7	0	0	4	28	CLIFTON

214	-	WA7 2NA	7	0	0	4	28	MACKAMAX
215	Chatterton Drive	WA7 6RG	7	0	0	4	28	MURDISHAW
216	St Mary's Road	WA7 2BW	7	0	0	4	28	RUNCORN CENTRAL
217	-	WA7 4XW	7	0	0	4	28	CLIFTON
218	Clayton Crescent	WA7 4TR	7	0	0	4	28	PICOW FARM ROAD
219	Cherrysutton	WA8 4TN	7	0	0	4	28	HOUGH GREEN
220	Edinburgh Road	WA8 8BE	7	0	0	4	28	GAVIN ROAD

Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
221	Liverpool Road	WA8 7AN	7	0	0	4	28	DITTON
222	-	WA7 5YH	7	0	0	4	28	CLIFTON
223	Maple Avenue	WA7 5LJ	7	0	0	4	28	HALTON ROAD
224	-	WA4 4BU	6	0	0	4	28	DARESBUY PARK
225	Montpelier Avenue	WA7 4QY	6	0	0	4	28	CLIFTON
226	Carlow Close	L24 5RS	6	0	0	4	28	ALDERWOOD AVE
227	Rivenmill Close	WA8 3FJ	6	0	0	4	28	HORNSBRIDGE
228	-	WA7 5DX	6	0	0	4	28	HALTON ROAD
229	Caernarvon Close	WA7 2JZ	6	0	0	4	28	RUNCORN CENTRAL
230	Durlston Close	WA8 4GJ	6	0	0	4	28	DITTON
231	Clifton Road	WA7 3FW	5	0	0	4	28	CLIFTON
232	Finsbury Park	WA8 3FJ	5	0	0	4	28	HORNSBRIDGE
233	Tame Court	WA8 5BY	5	0	0	4	28	HORNSBRIDGE
234	Roscoe Crescent	WA7 4ER	5	0	0	4	28	PERCIVAL LANE
235	Badger Close	WA7 2QW	5	0	0	4	28	RUNCORN CENTRAL

236	Gaunts Way	WA7 2FW	5	0	0	4	28	CLIFTON
237	Sandown Close	WA7 4YU	5	0	0	4	28	CLIFTON
238	-	WA8 6TY	5	0	0	4	28	APPLETON
239	Castle Street	WA8 0BP	5	0	0	4	28	USAC
240	Victoria Road	WA7 5BN	5	0	0	4	28	PICOW FARM ROAD
241	Chester Road	WA4 4GD	5	0	0	4	28	DARESBUY NPL
242	-	WA7 6QR	5	0	0	4	28	MURDISHAW
243	Castlefields Avenue East	WA7 2LN	5	0	0	4	28	RUNCORN CENTRAL
244	Wallis Drive	WA8 9NH	5	0	0	4	28	HORNSBRIDGE

Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
245	-	WA8 5BH	5	0	0	4	28	HORNSBRIDGE
246	Mevagissey Road	WA7 6BD	5	0	0	4	28	MURDISHAW
247	Hale Gate Road	WA8 8LU	4	0	0	4	28	PERCIVAL LANE
248	Mill Brow	WA8 6RT	4	0	0	4	28	APPLETON
249	Moorland Drive	WA7 6HL	4	0	0	4	28	MURDISHAW
250	Royal Avenue	WA8 8HN	4	0	0	4	28	GAVIN ROAD
251	Rawdon Close	WA7 2QQ	4	0	0	4	28	RUNCORN CENTRAL
252	Langley Beck	WA8 9NQ	4	0	0	4	28	HORNSBRIDGE
253	Kemberton Drive	WA8 9FD	4	0	0	4	28	HORNSBRIDGE
254	Aldershot Close	WA8 9BS	4	0	0	4	28	HORNSBRIDGE
255	Bittern Close	WA7 6ST	4	0	0	4	28	MURDISHAW
256	Anchor Close	WA7 6DD	4	0	0	4	28	MURDISHAW
257	Rudheath Lane	WA7 1GD	4	0	0	4	28	NORTON CHAINS
258	-	WA7 2SR	4	0	0	4	28	ASTMOOR IND EST

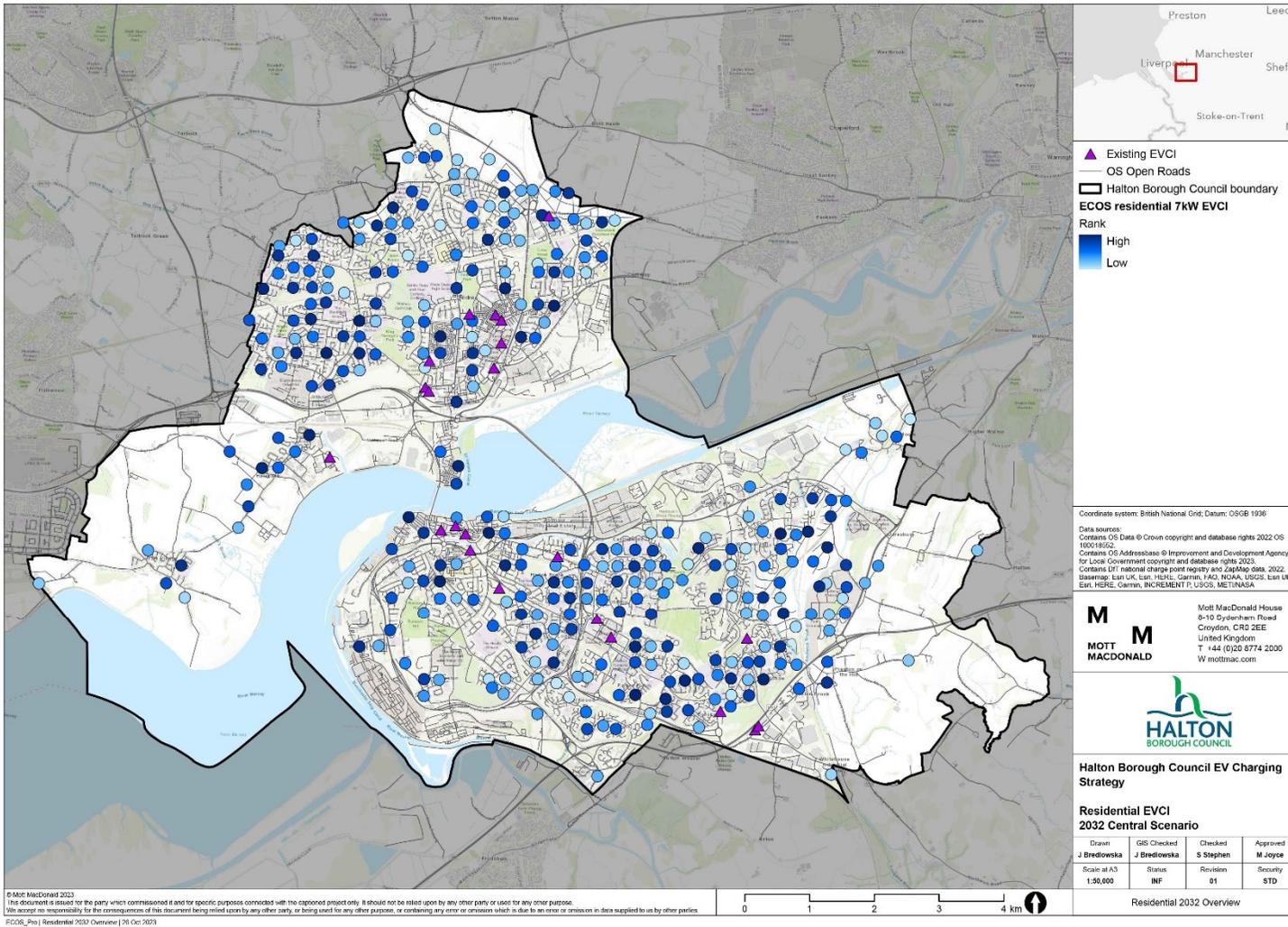
259	Elizabeth Court	WA8 6DH	4	0	0	4	28	LUGSDALE
260	-	WA7 4SB	4	0	0	4	28	CLIFTON
261	Oxford Road	WA7 4NX	4	0	0	4	28	PICOW FARM ROAD
262	Clifton Road	WA7 4TD	4	0	0	4	28	CLIFTON
263	Montgomery Road	WA8 8EB	3	0	0	4	28	DITTON
264	St Elphin's View	WA4 4FW	3	0	0	4	28	DARESBUARY NPL
265	-	WA7 2HX	3	0	0	4	28	RUNCORN CENTRAL
266	Canal Reach	WA7 6LA	3	0	0	4	28	MANOR PARK
267	Bailey's Lane	L24 7SD	3	0	0	4	28	ALDERWOOD AVE
268	Summer Lane	WA4 4BH	3	0	0	4	28	DARESBUARY PARK
269	Parkgate Way	WA7 6DX	3	0	0	4	28	MURDISHAW

Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
270	Cawfield Avenue	WA8 7HF	3	0	0	4	28	DITTON
271	Westfield Road	WA7 4DD	3	0	0	4	28	PICOW FARM ROAD
272	Boston Avenue	WA7 5JN	3	0	0	4	28	HALTON ROAD
273	-	WA8 7DW	3	0	0	4	28	APPLETON
274	-	WA7 6RG	3	0	0	4	28	DARESBUARY PARK
275	Red Brow Lane	WA4 4BT	3	0	0	4	28	DARESBUARY PARK
276	-	WA8 9GS	3	0	0	4	28	HOUGH GREEN
277	-	WA4 6UU	3	0	0	4	28	DARESBUARY NPL
278	Wilmere Lane	WA8 5UP	3	0	0	4	28	N C B SUTTON MANOR
279	Roemmarsh Court	WA7 2GG	3	0	0	4	28	RUNCORN CENTRAL
280	Grosvenor Road	WA8 9RE	3	0	0	4	28	HORNSBRIDGE
281	St Wilfreds Road	WA8 3AE	3	0	0	4	28	HORNSBRIDGE
282	Camrose Close	WA7 5NS	3	0	0	4	28	CLIFTON
283	Palace Fields Avenue	WA7 6BS	3	0	0	4	28	RUNCORN CENTRAL
284	Redacre Close	WA4 4JU	2	0	0	4	28	BASS CHARRINGTON

285	Stromford Close	WA8 5BN	2	0	0	4	28	HORNSBRIDGE
286	-	WA8 5BE	2	0	0	4	28	HORNSBRIDGE
287	-	WA7 1SG	2	0	0	4	28	HALTON ROAD
288	Marsh Brook Road	WA8 5DZ	2	0	0	4	28	HORNSBRIDGE
289	Finsbury Park	WA8 9WN	2	0	0	4	28	HORNSBRIDGE
290	St Wilfreds Road	WA8 3TX	2	0	0	4	28	HORNSBRIDGE
291	Church Road	L24 4BZ	2	0	0	4	28	ALDERWOOD AVE
292	-	WA4 4AW	2	0	0	4	28	DARESBUARY PARK
293	Astmoor Road	WA7 2SN	2	0	0	4	28	MACKAMAX
294	Frederick Street	WA8 6PE	2	3	0	1	28	APPLETON
Rank	Site	Postcode	Forecast EV in 400m Catchment (2032)	Existing AC Chargers	Existing DC Chargers	Required Residential Chargers	Estimated Residential EVCI Demand (kW)	Primary Substation
295	Swinford Avenue	WA8 3YF	2	0	0	4	28	HORNSBRIDGE
296	Midwood Street	WA8 6BA	2	0	0	4	28	LUGSDALE
297	Gigg Lane	WA4 6UW	2	0	0	4	28	DARESBUARY NPL
298	Tabley Avenue	WA8 7PF	2	0	0	4	28	DITTON
299	-	WA7 1QY	2	0	0	4	28	DARESBUARY PARK
300	Greenhouse Farm Road	WA7 6PP	2	0	0	4	28	MURDISHAW
301	Six Acre Lane	WA4 6UJ	2	0	0	4	28	DARESBUARY NPL
302	Haywood Crescent	WA7 6NF	2	0	0	4	28	NORTON CHAINS
303	Highgate Close	WA7 6GH	2	0	0	4	28	MURDISHAW
304	-	WA4 4BS	2	0	0	4	28	DARESBUARY PARK
305	Cherrysutton	WA8 4TJ	2	0	0	4	28	HOUGH GREEN
306	Ashbourne Avenue	WA7 4YL	2	0	0	4	28	CLIFTON
307	Bishops Way	WA8 3LN	2	0	0	4	28	HORNSBRIDGE
308	Milton Avenue	WA8 7BG	2	1	2	1	58	MERSEY BRIDGE
309	Bridgeway West	WA7 6LQ	2	0	0	4	28	MACKAMAX
310	Upton Bridle Path	WA8 9HG	2	0	0	4	28	HORNSBRIDGE

311	Prestwick Close	WA8 9DY	2	0	0	4	28	DITTON
312	Windmill Hill Avenue South	WA7 6QE	2	0	0	4	28	MANOR PARK
313	Buttermere Grove	WA7 2RE	2	0	0	4	28	CLIFTON
314	-	WA7 6DH	2	1	0	3	28	MURDISHAW
315	Runcorn Road	WA4 6TX	2	0	0	4	28	DARESBUY NPL
316	Betchworth Crescent	WA7 2YA	2	0	0	4	28	CLIFTON

C.2 Plan of Proposed Residential Charging Locations



Source: Mott MacDonald

C.3 List of Potential Destination Charging Locations (7kW to 22kW)

Site ID	Example Sites Potentially Suitable	Existing AC EVCI	Possible AC EVCI	Estimated Grid Demand (MVA)
1	Widnes Station, Lunt's Heath Primary School, Saints Peter and Paul Catholic High School, Fairfield Primary School, Wade Deacon High School, Kingsway Leisure Centre, Widnes Vikings, St Bede's Catholic Junior School, Appleton Village Parking, Highfield Hospital, Widness Town Hall, St Bede's Church	1	96	2.1
2	The Heath School, St Chads Catholic & Church of England High School, Runcorn Train Station Car Parks 1, 2, and 3, Runcorn Hill Car Park, Runcorn Town Hall, The Grange Academy, Runcorn Hill Park.	3	72	1.7
3	Ditton Community Centre, Ormiston Chadwick Academy, Oakfield Community Primary School, Queen's Avenue Shops, Hale Road Parking, Ashley High School, Chestnut Lodge School, St MICHAEL'S Parish Centre	1	64	1.4
4	Halton General Hospital x2, St Luke's Care Home, Runcorn Shopping City, Trident Retail Park, Hallwood Park Primary School	0	48	1.1
5	Runcorn East Station Car Park, Murdishaw West Community Primary School, Murdishaw Community Centre, St Martin's Catholic Primary School, Murdishaw Health Centre	0	40	0.9
6	Warrington Road Nursery School, St John Fisher Catholic Primary School, Warrington Road Car Park, Bridges Learning Centre	0	32	0.7
7	Cheshire Constabulary Custody Suite, Sandymoor Community Hall x2, Sandymoor Ormiston Academy	0	32	0.7
8	Hough Green Station, All Saints Upton Church of England V.C. Primary School	0	16	0.4
9	Wellington Hotel, Hale Park	0	16	0.4
10	The Church of Jesus Christ of Latter-Day Saint, The Cavendish High Academy	0	16	0.4
11	Our Lady Mother of the Saviour Catholic Church, Palace Fields Primary Academy	0	16	0.4
12	N/A	20	0	0.4
13	Pickering's Pasture	2	8	0.2
14	Cronton Sixth Form College	1	8	0.2
15	The Brow Community Primary School, St Mary's Church Hall	0	8	0.2
16	Windmill Hill Primary School	0	8	0.2
17	N/A	0	0	0.0
18	Moore Primary School	0	8	0.2
19	Weston Point Community Primary School	0	8	0.2
20	N/A	6	0	0.1
Site ID	Example Sites Potentially Suitable	Existing AC EVCI	Possible AC EVCI	Estimated Grid Demand (MVA)

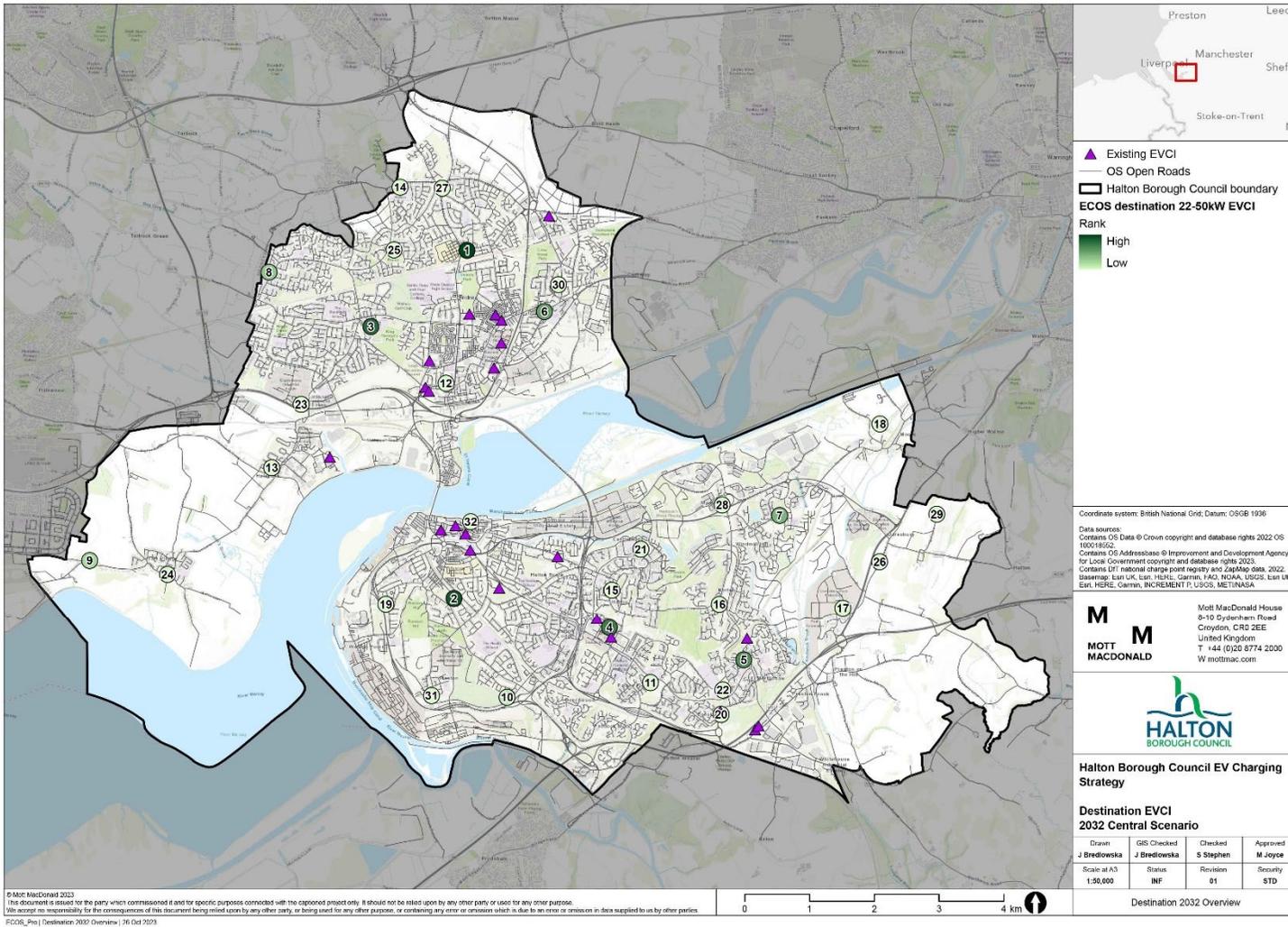
21	N/A	0	0	0.0
22	N/A	0	0	0.0
23	N/A	0	0	0.0
24	N/A	0	0	0.0
25	N/A	0	0	0.0
26	N/A	0	0	0.0
28	N/A	0	0	0.0
29	N/A	0	0	0.0
30	N/A	0	0	0.0
31	N/A	2	0	0.0
32	N/A	0	0	0.0

C.4 List of Potential Destination Charging Locations (50kW+)

Site ID	Example Sites Potentially Suitable	Example Sites Potentially Suitable		
		Existing DC Estimated Grid Demand (MVA)	Possible DC EVCI	Estimated Grid EVCI
1	Aldi, Widnes Market, Widnes Shopping Park, Tesco Extra, Asda, Widnes Station	0	36	1.8
2	Co-op Food Grangeway, Costa Coffee, BP, B&M Store, Texaco, Heron Foods	0	36	1.8
3	Widnes SSC, Gulf Petrol Station, SPAR, Coop Food Ditton	0	24	1.2
4	Runcorn Shopping City, Trident Retail Park, Asda, McDonald's	0	24	1.2
5	Co-op Food Murdishaw, Runcorn East Station Car Park	0	12	0.6
6	Planet Ice Widnes, B&M Home Store	0	12	0.6
7	Sandmoor Local Centre x2	0	12	0.6
8	Upton Community Centre, Morrisons Daily	0	12	0.6
9	Ivy Farm Court	0	6	0.3
10	Ascot Stores	0	6	0.3
11	Shell	0	6	0.3
12	Caldwell Road Car Park	4	6	0.5
13	Co-op Food - Hale Bank	0	6	0.3
14	Cronton Garden Centre	0	6	0.3
15	Peva Petroleum	0	6	0.3
16	Co-op Food - Runcorn	0	6	0.3
17	Daresbury Park	0	6	0.3
18	N/A	0	0	0.0
19	N/A	0	0	0.0
20	Aldi	0	6	0.3
21	N/A	0	0	0.0
22	N/A	0	0	0.0
23	N/A	0	0	0.0
24	N/A	0	0	0.0
25	N/A	0	0	0.0
Site ID	Example Sites Potentially Suitable	Existing DC EVCI	Possible DC EVCI	Estimated Grid Demand (MVA)

26	N/A	0	0	0.0
28	N/A	0	0	0.0
29	N/A	0	0	0.0
30	N/A	0	0	0.0
31	N/A	0	0	0.0
32	N/A	0	0	0.0

C.5 Plan of Destination Charging Location Catchments



Source: Mott MacDonald

D. Grid Capacity Assessment Results

Primary Substation	Capacity (MVA)	Maximum Load (MVA)	Residential (7kW)	Destination (22kW)	Rapid (50kW)	Total Additional Load (MVA)	Total New Load (MVA)	Spare Capacity	Load/ Capacity
AIRPORT	30	10.35	0	0	0	0.00	10.35	19.65	0.35
ALDERWOOD AVE	30	10.35	336	5280	3000	8.62	18.97	11.03	0.63
APPLETON	20	18.15	770	352	300	1.42	19.57	0.43	0.98
ASTMOOR IND EST	30	11.78	224	0	0	0.22	12.00	18.00	0.4
BASS CHARRINGTON	30	15.05	112	0	0	0.11	15.16	14.84	0.51
CLIFTON	30	15.05	1400	1408	900	3.71	18.76	11.24	0.63
CLOCKFACE	30	13.76	0	0	0	0.00	13.76	16.24	0.46
CONIX	20	7.51	0	0	0	0.00	7.51	12.49	0.38
DARESBUARY NPL	10	5.38	1064	0	0	1.06	6.44	3.56	0.64
DARESBUARY PARK	10	5.38	1232	0	0	1.23	6.61	3.39	0.66
DESOTO ROAD	20	5.26	0	0	0	0.00	5.26	14.74	0.26
DITTON	30	17.78	1792	2112	900	4.80	22.58	7.42	0.75
ESTUARY COMMERCE PK	30	9.64	0	0	0	0.00	9.64	20.36	0.32
FRODSHAM LOCAL	8	6.54	0	0	0	0.00	6.54	1.63	0.8
GATEWARTH SEWAGE	30	11.6	0	0	0	0.00	11.60	18.40	0.39
GAVIN ROAD	30	17.78	840	0	0	0.84	18.62	11.38	0.62
GEC ST HELENS	30	13.76	0	0	0	0.00	13.76	16.24	0.46
GREAT SANKEY	20	11.89	0	0	0	0.00	11.89	8.11	0.59
HALTON ROAD	25	20.32	896	0	0	0.90	21.22	3.78	0.85
HAREFIELD ROAD	30	10.35	0	0	0	0.00	10.35	19.65	0.35

Primary Substation	Capacity (MVA)	Maximum Load (MVA)	Residential (7kW)	Destination (22kW)	Rapid (50kW)	Total Additional Load (MVA)	Total New Load (MVA)	Spare Capacity	Load/ Capacity
HILLCLIFFE	30	19.53	0	0	0	0.00	19.53	10.47	0.65
HORNSBRIDGE	20	18.15	2464	0	0	2.46	20.61	-0.61	1.03
HOUGH GREEN	30	17.78	952	1408	600	2.96	20.74	9.26	0.69
HUNTS CROSS	30	18.34	0	0	0	0.00	18.34	11.66	0.61
KENTON ROAD	30	18.34	0	0	0	0.00	18.34	11.66	0.61
LEEWARD DRIVE	30	9.64	0	0	0	0.00	9.64	20.36	0.32
LUGSDALE	20	18.15	392	0	0	0.39	18.54	1.46	0.93
LUGSDALE	20	18.15	392	0	0	0.39	18.54	1.46	0.93
MACKAMAX	30	11.78	560	704	300	1.56	13.34	16.66	0.44
MANOR PARK	10	8.34	336	0	0	0.34	8.68	1.32	0.87
MEDEVA	20	7.51	0	0	0	0.00	7.51	12.49	0.38
MERSEY BRIDGE	20	5.26	224	352	0	0.58	5.84	14.16	0.29
MERSEY ROAD	30	11.78	336	704	300	1.34	13.12	16.88	0.44
METAL BOX	30	10.35	0	0	0	0.00	10.35	19.65	0.35
MURDISHAW	25	20.32	1708	0	0	1.71	22.03	2.97	0.88
N C B SUTTON MANOR	30	13.76	56	0	0	0.06	13.82	16.18	0.46
NORTON CHAINS	10	8.34	616	0	0	0.62	8.96	1.04	0.9
NWW CAMPUS	40	13.24	0	0	0	0.00	13.24	26.76	0.33
PENKETH	20	11.89	0	0	0	0.00	11.89	8.11	0.59
PERCIVAL LANE	25	20.32	392	704	300	1.40	21.72	3.28	0.87

Primary Substation	Capacity (MVA)	Maximum Load (MVA)	Residential (7kW)	Destination (22kW)	Rapid (50kW)	Total Additional Load (MVA)	Total New Load (MVA)	Spare Capacity	Load/ Capacity
PICOW FARM ROAD	30	11.78	1050	352	300	1.70	13.48	16.52	0.45
PILK SULLIVAN	30	13.98	0	0	0	0.00	13.98	16.02	0.47
PITT STREET	20	5.26	168	0	0	0.17	5.43	14.57	0.27
RAINHILL LOCAL	30	14.66	0	0	0	0.00	14.66	15.34	0.49
RTZ	30	17.78	560	7040	3000	10.60	28.38	1.62	0.95
RUNCORN CENTRAL	25	20.32	2072	1408	1200	4.68	25.00	0.00	1
SOMERFIELD DISTRIBUTION	20	14.05	0	0	0	0.00	14.05	5.95	0.7
SPEKE SKY PARK	30	9.64	0	0	0	0.00	9.64	20.36	0.32
THAMES BOARD MILL	30	15.69	0	0	0	0.00	15.69	14.31	0.52
USAC	30	13.98	336	0	300	0.64	14.62	15.38	0.49
WIDNES ROAD	20	11.89	0	0	0	0.00	11.89	8.11	0.59
WOODEND AVENUE	30	18.34	0	0	0	0.00	18.34	11.66	0.61
YKK	30	15.05	0	0	0	0.00	15.05	14.95	0.5



REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	21 st February 2024
REPORTING OFFICER:	Executive Director, Environment & Regeneration
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Climate Change SPD – Supplementary Planning Document
WARDS:	Borough wide

1.0 PURPOSE OF THE REPORT

- 1.1 To present the Board with a draft Supplementary Planning Document (SPD) (Appendix 1) on Climate Change.
- 1.2 Supplementary planning documents (SPDs) build upon and provide more detailed advice or guidance on policies in an adopted local plan. (The Delivery and Allocations Local Plan -DALP -Adopted March 2022) As they do not form part of the development plan, they cannot introduce new planning policies into the development plan. Any policies contained in a supplementary planning document must not conflict with the adopted development plan. They are however a material consideration in decision-making. They should not add unnecessarily to the financial burdens on development.
- 1.3 This Supplementary Planning Document (SPD) will provide additional planning policy inputs on any planning applications submitted that could have an impact on climate change. The SPD will introduce guidance that applicants should consider when submitting any planning application that could have an impact on climate change. The SPD also introduces a Climate Change Checklist that should be submitted alongside relevant planning applications and other supporting documents.
- 1.4 Regulations 11 to 16 of the Town and Country Planning (Local Planning) (England) Regulations 2012 set out the requirements for producing Supplementary Planning Documents.
- 1.5 It has not been necessary to prepare a sustainability appraisal for the SPD as there is no requirement to do so under the Planning and Compulsory Purchase Act 2004 (Section 19(5) of the planning Act 2008 removed the requirement for a sustainability appraisal report to be prepared for all Supplementary Planning Documents (SPDs).

- 1.6 However, local planning authorities are still required to screen their SPDs to ensure that legal requirements for Sustainability Appraisal (SA) are met if impacts from their implementation are likely and have not been addressed in the appraisal of the parent Development Plan Document (DPD); or an assessment is required by the SEA Directive and associated UK regulations. Under Regulation 5 of the Environmental Assessment of Plans and Programmes Regulations 2004 (the regulations), councils must assess the effects on the environment, of plans and programmes prepared for planning or land use, that set the framework for future development consent for projects, including urban development projects.
- 1.7 Regulation 9 of the regulations requires councils to take into account certain criteria listed in Schedule 1 of the regulations; and consult with specific agencies, in making a determination whether or not a plan or programme is likely to have significant environmental effects.
- 1.8 Therefore prior to public consultation of the Climate Change SPD, in accordance with Regulations 9 and 11 the council will consult with the specified environmental organisations (Natural England, Historic England and the Environment Agency) before deciding as to whether an SEA or SA will be needed for the SPD). If the screening statement concludes that the implementation of the SPD will be unlikely to have significant environmental effects and therefore not require a SEA, a statement setting out the reasons for such a determination will be published and consulted on along side the SPD.
- 1.9 In accordance with the Council's Statement of Community Involvement and the regulations set out in the Town and Country Planning Act, the Council are required to consult on the Draft Climate Change SPD for a minimum of 28 days. Any organisation or person requesting to be kept informed of the production of SPDs will be contacted and informed that the SPD is available at deposit locations. The SPD consultation will be advertised and made available on the Council's website.
- 1.10 Once all representations have been received and any amendments to the SPD made, a 'Statement of Consultation' will be produced. This will list all representations received as a result of the consultation and will explain how they have been taken into consideration and, where appropriate, the SPD altered.
- 1.11 Following an internal approval process (Executive Board), prior to adoption the Council are required to produce an adoption statement. This is to include the following information:
 - a) the date on which a supplementary planning document was adopted;
 - b) if applicable, any modifications made pursuant to section 23(1) of the Act;

- c) notice that any person with sufficient interest in the decision to adopt the supplementary planning document may apply to the High Court for permission to apply for judicial review of that decision; and
- d) that any such application must be made promptly and, in any event, not later than 3 months after the date on which the supplementary planning document was adopted.

1.12 Once adopted the Supplementary Planning Document will form a material consideration in decision-making process.

2.0 RECOMMENDATION: That the Board endorse the draft SPD for public consultation.

3.0 SUPPORTING INFORMATION

3.1 In April 2022, the Council adopted a revised Climate Change Strategy. The Action Plan covers the period 2022-2027 and provides a clear direction for the Council over the coming years. It sets a target to be net zero by 2040 and includes both short-term and longer-term actions. It provides an initial focus on decarbonising energy use by buildings, transport, waste and enhancing the Borough's blue/green infrastructure. It also seeks to embed climate change in council decision-making and seeks in the long term to develop partnership working as a lead into a borough-wide approach to tackling climate change. Whilst the Council has successfully implemented a range of actions aimed at reducing its carbon footprint capacity and the financial resources to implement projects remains a key challenge. The Climate Change SPD will provide a useful tool in assisting the Council meet the targets set out in the Action Plan.

4.0 POLICY IMPLICATIONS

- 4.1 Members wish to ensure that the potential impacts of climate change are considered as part of proposed development in the Borough.
- 4.2 This new supplementary planning document has been drafted to introduce further guidance on measures to mitigate the negative impacts of climate change that may otherwise result from new development proposals.

5.0 OTHER IMPLICATIONS

- 5.1 The formal adoption and implementation of the recommended policies will require additional staff resources.

5.2 Formal policy adoption is undertaken by Executive Board. The PPB Board's recommendations will need to be presented to Executive Board in due course.

5.3 There is a formal process for the creation and adoption of supplementary planning document, and this includes a period of public consultation (28 days).

6.0 **IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

6.1 **Children & Young People in Halton**

The objective of the Climate Change SPD is to provide guidance to developers when submitting applications for new development proposals. Mitigating the potential impacts of climate change will provide a safer and healthier environment for all Halton's residents including children and young people.

6.2 **Employment, Learning & Skills in Halton**

None

6.3 **A Healthy Halton**

The objective of the Climate Change SPD is to ensure a healthy environment for all residents to live.

6.4 **A Safer Halton**

None

6.5 **Halton's Urban Renewal**

None

7.0 **RISK ANALYSIS**

7.1 There are no legal or financial risks arising from this report.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 There are no equality and diversity implications arising from this report.

9.0 **CLIMATE CHANGE IMPLICATIONS**

9.1 Adoption of the Climate Change SPD will help Halton in its corporate aim of achieving carbon net zero status by 2040.

**10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF
THE LOCAL GOVERNMENT ACT 1972**

None under the meaning of the Act.



DRAFT

Climate Change Adaptation and Mitigation

Supplementary Planning Document (SPD)

Consultation Draft

February 2024

Supporting Documents

- Sustainability Appraisal (SA)
- This SPD forms part of the Halton Local Development Framework. It has not been necessary to prepare a SA as there is no requirement to do so under current Regulations the SPD does not introduce any additional requirements beyond those set out in the LDF and therefore will not cause any significant environmental effects arising from its implementation.
- Strategic Environmental Assessment (SEA) Screening Report
- A SEA and HRA Screening has been undertaken in accordance with the regulations, the SEA Screening Report will be consulted upon alongside this Draft SPD.

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1. Background and Context

On 16th October 2019 Halton Borough Council declared a climate emergency. We believe that climate change poses a severe risk to the future of our planet and global warming has serious consequences, affecting our economic, social, and environmental well-being, both here in Halton and across the world. Halton Borough Council is committed to tackling climate change. and take local action to contribute to national carbon neutral targets.

The Council's Climate Change Action Plan¹ sets out its intention to reduce its own emissions to net zero by 2040, and to use its influence and community leadership to reduce emissions in the wider borough.

The Climate Change Committee's Sixth Carbon Budget² was introduced into law in 2021 and this sets a target to reduce UK greenhouse gas emissions by 78% by 2035 (compared with 1990 levels). Alongside the Sixth Carbon Budget, the Climate Change Committee has published a report for local authorities detailing their commitments to net zero and how to achieve them.

The State of Nature 2019³ reported that climate change is one of the most significant threats to global biodiversity. Conserving and restoring nature-rich areas of the UK will contribute to mitigating climate change and benefit species, while strategies to counter the negative effects of climate change will help species to adapt to its increasing influence in future. In 2023 The State of Nature⁴ report included the following headline data:

19%	16%	151
Across the UK species studied have declined on average by 19% since 1970	Nearly one in six species are threatened with extinction from Great Britain	of 10,008 species assessed have already become extinct since 1500

'The UK, like most other countries worldwide, has seen significant loss of its plants, animals and fungi. The data from State of Nature cover, at most, 50 years but this follows on from centuries of habitat loss, development, and persecution. As a result, the UK is now one of the most nature-depleted countries on Earth. But the reasons for the decline are clear and we know conservation actions deliver results for nature.'

¹ [strategy.pdf \(halton.gov.uk\)](https://www.halton.gov.uk/strategy.pdf)

² [Sixth Carbon Budget - Climate Change Committee \(theccc.org.uk\)](https://www.theccc.org.uk/sixth-carbon-budget/)

³ [State of Nature 2019 Reports - National Biodiversity Network \(nbn.org.uk\)](https://www.nbn.org.uk/state-of-nature-2019-reports/)

⁴ [State of Nature 2023 - report on the UK's current biodiversity](https://www.nbn.org.uk/state-of-nature-2023-report-on-the-uk-current-biodiversity/)

2. Purpose and Scope of this Document.

The built environment is responsible for a considerable proportion of emissions for example, around one third relates to domestic electricity, gas, and other fuels, most of which are used for heating, lighting, and other regulated uses. A further third of emissions relate to transport, which is heavily influenced by the design of the built environment. The final third relates to industrial and commercial uses, a significant amount of which will also be associated with the heating, lighting, and cooling of buildings.

The Council's most direct sphere of influence over wider borough emissions relates, through planning policy, to those associated with new residential and commercial development. It therefore seeks to use the planning system to support the delivery of zero carbon new development as quickly as practicable.

Other areas of influence relate to the promotion of sustainable transport – active travel, public transport, and the transition of vehicular trips to electric mobility; and to delivering a greener borough which is more resilient to climate change.

(2.1) Purpose

This document sets out guidance on how existing policies in the development plan should be implemented to deliver on the climate emergency and support the journey to net zero; it does not contain any new policies, or original research or recommendations. Its intention is to support building owners and developers as they seek to address matters of climate change, be that through the design of new building schemes or through improvements to existing properties. It seeks to achieve this by:

1. Setting out practical guidance for a clear design and construction process for any new development, with the aim that, by 2040, all new buildings can operate at net zero carbon; and placing this guidance within the context of the wider sustainable design journey which developers need to follow if they are to deliver sustainable buildings and places.
2. Clarifying existing local and regional policy requirements relating to both large and small development projects.
3. Providing a basis for clear and dependable decision-making for planning applications.

(2.2) Scope & Content.

This document provides guidance for developers and designers proposing new housing or commercial schemes, or significant redevelopments/ refurbishments. It addresses both how developments should reduce emissions to combat climate change (mitigation), and how they should adapt to the impacts of climate change, such as overheating. While it focuses specifically on building fabric and services, it also sets out how these fit into the wider sustainable design process which also includes site layout and form, green and blue infrastructure, and public realm.

The guidance brings together and expands on relevant policies set out in the Halton Delivery and Allocations Plan (DALP)⁵ Adopted 02/03/2022. Where relevant, it also references other sources of information from studies and professional publications. Wherever possible, this SPD refers to existing documents where they adequately cover relevant issues and will only include new guidance where this is needed.

When defining the scope and content of this SPD it is important to note that the Development Management system is plan-led. There is a wide spectrum of views on how the challenge of climate change should be approached, but decisions on planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

When considering the planning balance, the Council will give significant positive weight to proposals that exceed existing policy requirements and targets. The Halton Climate Change Action Plan (2022 -2027)⁶ commits the Council to ensure carbon reduction and alignment with the Council’s climate change declaration as existing policies are reviewed or new ones developed.

While certain types of application, such as Prior Approvals or variations to extant permissions cannot be required to meet these current targets, officers will use pre-application and application discussions with developers as part of the planning process to encourage compliance. For example, by pointing out the benefits that it could be cheaper, and less disruptive to comply now with expected future requirements (such as tighter minimum energy efficiency standards for rental properties which may be introduced in the future).

It should be noted that this document is based on information, policies, and regulations at the time of preparation (2023-24). The Council has not been responsible for the publication of this material, aside from its own policy documents. The weight afforded to the content of each source will vary. While the Council will endeavour to update this document over time, it is acknowledged that the source material may be superseded as and when new research is undertaken. You are advised to contact the Local Planning Authority for further information.

3 Halton Borough Context

Halton is in the Northwest of England, with green belt covering approximately one third of the land area. The following characteristics and designations highlight some of the opportunities and challenges that the Borough faces in its challenge of tackling the impacts of climate change.

FIGURE 1: CHALLENGES

<p>One of the defining characteristics of the Borough of Halton is the Mersey Estuary. Designated as a Special Protection Area (SPA), an internationally important</p>	<p>Potential -Flood Risk</p>
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⁵ [DALP Adopted.pdf \(halton.gov.uk\)](https://www.halton.gov.uk/dalp-adopted.pdf)

⁶ [Climate Change Action Plan Strategy Template - Layout JT 28.2.22.pdf \(halton.gov.uk\)](https://www.halton.gov.uk/climate-change-action-plan-strategy-template-layout-jt-28.2.22.pdf)

wetland (Ramsar) site and a Site of Special Scientific Interest (SSSI),	
Excellent transport links	Potential -increased car journeys
Legacy of obsolete and poor-quality land, housing, commercial buildings, physical infrastructure and contaminated land	The impact of Halton's legacy on climate change

FIGURE 2: OPPORTUNITIES

One of the defining characteristics of the Borough of Halton is the Mersey Estuary. Designated as a Special Protection Area (SPA), an internationally important wetland (Ramsar) site and a Site of Special Scientific Interest (SSSI),	The areas provide opportunities for species and nature enhancement which is beneficial in combatting the negative impacts of climate change
The Borough has a variety of green infrastructure that includes: One Ramsar Site, one Special Protection Area (SPA), three Sites of Special Scientific Interest (SSSI), ten Local Nature Reserves (LNRs), 47 Local Wildlife Sites and 2 Open Spaces of Green Flag award standard	Green infrastructure supports a wide network of biodiversity. Benefits include: <ul style="list-style-type: none"> • Improved air quality • Enhanced biodiversity • Reduced urban heat island effect
Excellent public transport links including: <ul style="list-style-type: none"> • West Coast Main line • Local and Trans-Pennine services • Halton curve Rail 	The benefits of travelling by public transport in combatting the negative impacts of climate change are: <ul style="list-style-type: none"> • Decrease in emissions when compared to travelling by car due to fewer independent journeys. • Opportunities for cleaner fuel

During 2023 several projects were completed or started in Halton that will help combat the impacts of climate change. Details of each project can be viewed at Appendix 1 of this document.

4 Legislation

4.1 National and International Legislation

The guidance contained within this document draws on national and international legislation which is interpreted for development within the Borough. National and International legislation and policies will, where relevant and appropriate, be considered when assessing planning applications.

4.2 The Environment Act (2021)⁷

The Environment Act (2021) contains legislation aimed to improve air and water quality, tackle waste, increase recycling, halt the decline of species, and improve our natural environment.

4.3 Further Information

This link provides key guidance and information relevant to local government on topics related to climate change, net zero and the environment. [Local government, climate change and the environment - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/local-government-climate-change-and-the-environment)

4.2 Building Regulations

The Government introduced major Building Regulations changes in June 2022, with new homes in England now needing to produce around 30% less carbon emissions from the energy uses that are covered by Building Regulations (known as regulated energy use, e.g., heating, lighting, and hot water). The Future Homes and Buildings Standard is a set of rules that will come into effect from 2025 to ensure new buildings produce less carbon emissions.⁸

4.3 National Planning Policy Framework (NPPF)

Revised in December 2023, the NPPF⁹ sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a material consideration in plan making and supporting development management decisions. The NPPF recognises the role of the planning system in supporting the transition to a low carbon future by helping to shape places that contribute to reductions in greenhouse gas emissions, minimise vulnerability, improve resilience and support the delivery of renewable and low carbon energy and associated infrastructure.

Paragraph 157 of the NPPF makes it clear that climate change is a core planning principle:

⁷ [Environment Act 2021 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2021/1/section/1)

⁸ Government has published a consultation on its plans to achieve the Future Homes Standard and Future Building Standard. It sets out technical proposals for changes to the Building Regulations, the associated Approved Document guidance and calculation methods. Energy efficiency requirements for new homes and non-domestic buildings are set by Part L (Conservation of Fuel and Power) and Part 6 of the Building Regulations 2010 ("the Building Regulations"). Much of the consultation relates to new homes and non-domestic buildings although a small number of sections are also relevant to existing buildings. The Department for Energy Security and Net Zero has also published a series of documents related to this consultation, as well as their own consultations as set out below:

- Home Energy Model consultation
- Home Energy Model: Future Homes Standard assessment consultation

The consultations will close on 6 March 2024.

⁹ [National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/national-planning-policy-framework-guidance)

‘The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help lower emissions, minimise vulnerability, and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings and support renewable and low carbon energy and associated infrastructure’.

Furthermore, it is stated in Paragraph 162 (a and b), that *‘local planning authorities should expect new development to:*

- *Comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant having regard to the type of development involved and its design that this is not feasible or viable, and*
- *take account of landform, layout, building orientation, massing, and landscaping to minimize energy consumption’.*

4.4 Planning Practice Guidance (PPG)

Revised in March 2019, the Climate Change PPG¹⁰ advises how to identify suitable mitigation and adaptation measures in the planning process to address the impacts of climate change. Revised in August 2023, the Renewable and Low Carbon Energy PPG¹¹ provides further guidance on policies for renewable and low carbon energy.

4.5 Halton Delivery and Allocations Local Plan (DALP)

The Delivery and Allocations Local Plan (Adopted March 2022) sets out the long-term spatial vision, strategic priorities, and policies for future development in the Borough to 2037, including the quantity and location of new homes, employment provision, shops, facilities and other services, transport and other infrastructure provision, climate change mitigation and adaptation and the conservation and enhancement of the natural and historic environment.

4.6 Emerging Guidance

Historic England Draft Advice Note

On 13 November 2023, Historic England published a draft Advice Note that aims to provide clear and consistent advice on balancing climate action with building adaptation. Whilst the Advice Note will largely be for a specialist audience, it will also be useful to building owners/occupiers once the final version is published. It provides advice on:

- the need for planning permissions or other consents for some of the common changes required to decarbonise and improve the energy efficiency of historic buildings.
- how to consider planning proposals relating to decarbonisation and improved energy efficiency of historic buildings to enable positive climate action, including some examples of typical building adaptations; and

¹⁰ [Climate change - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/climate-change-planning-practice-guidance)

¹¹ [Renewable and low carbon energy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/renewable-and-low-carbon-energy-planning-practice-guidance)

- how local plans and other planning mechanisms can deliver a positive strategy for historic buildings that proactively supports climate action.

The Draft Advice Note also signposts to other relevant information, advice, and guidance. [Historic England Consults on New Advice on Climate Change and Historic Building Adaptation | Historic England](#)

5 How to use this Supplementary Planning Document (SPD)

This document provides guidance on implementing the Delivery and Allocations Local Plan (DALP) policies that are relevant to Strategic Objective 9. It provides important advice on how to meet various criteria set out in the relevant DALP policies as identified the following table.

Strategic Objective SO9 of the DALP seeks to ‘Minimise Halton’s contribution to climate change through reducing carbon emissions and ensure the Borough is resilient to the adverse effects of climate change.

FIGURE 3: RELEVANT DELIVERY AND ALLOCATIONS LOCAL PLAN (DALP) POLICIES

Policy	Description	Relevant to Strategic Objective SO9 of the DALP	Page No
CS(R)15	Sustainable Transport	Provision of sustainable transport system and modes, reducing carbon emissions and growth of green corridors for adaptation purposes.	71
CS(R)19	Sustainable Development and Climate Change	New development should be sustainable and be designed to have regard to the predicted effects of climate change including reducing carbon dioxide (CO ₂)	77
CR(R)20	Natural and Historic Environment	To conserve and where possible enhance the natural and future natural and historic environment for current and future generations	80
CS(R)21	Green Infrastructure	Creation of green spaces and green infrastructure for adaptation purposes and enhancing biodiversity. Managing risks such as flooding, high temperatures and urban heat island effect.	84
CS(R)23	Managing Pollution and Risk	To control of development which may give rise to pollution and to prevent and minimise the risk from potential accidents at hazardous installations and facilities.	90
C1	Transport Network and Accessibility	Provision of sustainable transport system and modes, reducing carbon emissions and provision of EV charging infrastructure.	129
HE3	Waterways and Waterfronts	To protect and enhance the natural habitat and setting of the waterways and associated banks.	177

HE4	Green Infrastructure and Greenspace	Creation of green spaces and green infrastructure for adaptation purposes and enhancing biodiversity. Managing risks such as flooding, high temperatures and urban heat island effect.	181
HE5	Trees and landscaping	Street trees and other landscape features in streetscapes provide habitat, shading, cooling, air quality improvements and carbon sequestration Provision of green infrastructure for adaptation purposes as well as enhancing biodiversity.	185
HE6	Outdoor and Indoor Sports Provision	Provision of green spaces and green infrastructure for adaptation purposes and enhancing biodiversity. Managing risks such as flooding, high temperatures and urban heat island effect.	188
HE9	Water Management and Flood Risk	Incorporation of sustainable urban drainage systems – range of benefits including flood risk management, carbon storage and sequestration. As well as enhancing biodiversity.	196
GR1	Design of Development	Measures to minimise energy consumption, conserve water resources, use of sustainable construction and provides renewable energy	207
GR5	Renewable and Low Carbon Energy	Generation of energy from renewables and low carbon sources	214

The Council will use this SPD to help reach decisions on whether to approve or refuse planning applications. Where applicants and developers ensure that planning applications comply with Halton's DALP policies and guidance it will be easier for the Council to grant planning permission.

6 Climate Change Mitigation and Adaptation

Climate Change Mitigation

Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Climate Change Adaptation

Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Land Use Planning Can Contribute to the Transition to a Low-Carbon Future Centred on the Following 6 Principles.

6.1 Principle 1: Improving Energy

The Energy Hierarchy

The Energy Hierarchy demonstrated below (Figure 4) is a classification of energy options, prioritised to assist progress towards a more sustainable energy system. It is a similar approach to the waste hierarchy for minimising resource depletion and adopts a parallel sequence.

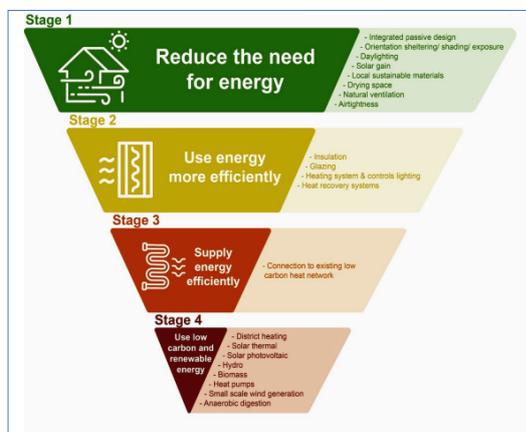
The highest priorities cover the prevention of unnecessary energy usage both through eliminating waste and improving energy efficiency. The sustainable production of energy resources is the next priority. Depletive and waste-producing energy generation options are the lowest priority.

For an energy system to be sustainable: the resources applied to producing the energy must be capable of lasting indefinitely; energy conversion should produce no harmful by-products, including net emissions, nor wastes which cannot be fully recycled; and it must be capable of meeting reasonable energy demands.

If more sustainable buildings are to be built, it is important that energy conservation is considered using the energy hierarchy at the beginning of and throughout the design process.

To achieve low carbon development, the energy hierarchy provides the most practical and cost-effective methodology. Developments should consider how energy use can be minimised and the order in which this energy saving, and 'green' energy measures should be prioritised. [The National Design Guide \(Jan 2021\)](#)¹² identifies the need for new developments to follow the energy hierarchy in order to conserve natural resources.

FIGURE 4: THE ENERGY HIERARCHY



¹²[National design guide.pdf \(publishing.service.gov.uk\)](#)

DALP Policy GR5: Renewable and Low Carbon Energy seeks to support renewable and low carbon development whilst ensuring that adverse impacts are addressed satisfactorily. Examples of renewable and low carbon energy development considered under this policy include wind turbines, solar installations and energy systems associated with other development such as combined heat and power and district heating.

Until recently housing stock in Halton was built without consideration of climate change and consequently needs to be adapted to enhance its long-term sustainability. Retrofitting, that is the fitting of climate adaptation measures to existing premises, may be a cost-effective means of adapting existing stock to ensure it is upgraded to cope with the current climate and future climatic changes. For example, the use of solar technology can minimise the energy demand of buildings by reducing space heating demands contributing to daylight inside and outside of the building. This form of renewable energy can contribute by supplying solar heated hot water and the generation of electricity with PV panels.

Solar Technologies

Solar Technologies such as photovoltaic (PV) panels and solar thermal units can be easily installed on new and existing buildings. For listed and more traditional in character buildings there are solutions such as solar roof tiles, which work as PV panels however they completely neutralise the potential visual impact. PV panels produce electricity from sunlight and can either be mounted or integrated on roofs or façades of buildings or used freestanding on the ground (e.g., PV farms). Solar thermal units heat water which is integrated to a building's hot water system using a heat exchanger or collocation.¹³ To extract the most energy from the sunlight, solar panels should ideally be located anywhere between southeast and southwest to ensure that a direct sunlight reaches the panel.

At planning application stage developers will be expected to provide evidence to support their proposals for renewable energy including landscape, visual and ecological assessments (including where required an Environmental Impact Assessment (EIA) and Habitats Regulation Assessment (HRA) and to demonstrate that any impacts can be satisfactorily mitigated where negative impacts cannot be solely removed through site selection. The Council offers a chargeable pre-application advice service and strongly advises anybody wishing to apply for planning permission to use the Councils' pre application advice service¹⁴.

Prior to commencing any development, you should also contact Building Control to understand whether your proposal requires building regulations.¹⁵

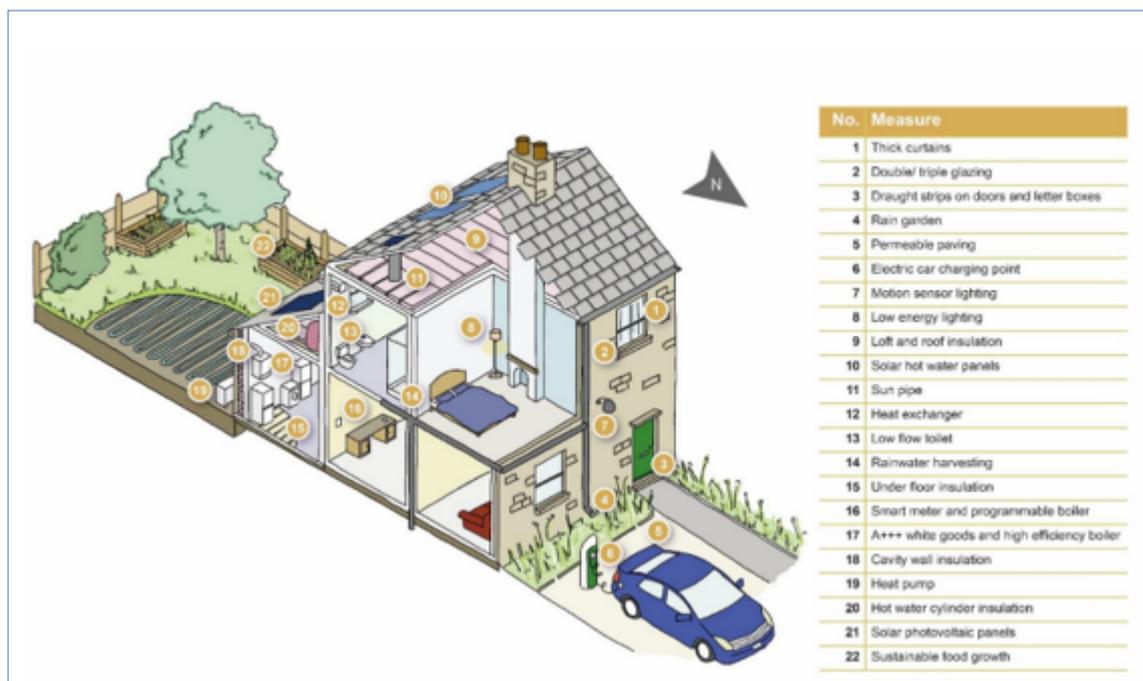
Figure 5 demonstrates examples of measures that can be taken to improve energy efficiency in homes.

FIGURE 5: EXAMPLES OF MEASURES TO IMPROVE ENERGY EFFICIENCY

¹³ 6 Co-location combines a battery storage with another form of intermittent generation

¹⁴ [What you can expect from your pre-application advice \(halton.gov.uk\)](https://www.halton.gov.uk/what-you-can-expect-from-your-pre-application-advice)

¹⁵ [Building Regulations: Your Complete Building Regs Guide \(halton.gov.uk\)](https://www.halton.gov.uk/building-regulations-your-complete-building-regs-guide)



6.2 Principle 2: Sustainable Design

All major development proposals¹⁶ 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 **DALP Policy CS(R)19 ‘Sustainable Development and Climate Change’** considering the site-specific viability of the development, where appropriate.

Good integrated design will avoid summertime overheating of residential development and provide future adaptation for a rise in temperature. This is recognised in the introduction of Part O to building regulations¹⁷, specifically addressing the overheating of buildings.

DALP Policy CS(R)19 encourages the Building Research Establishment Environmental Assessment Method (BREEAM)¹⁸ ‘Very Good’ standard 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 use standards such as the BRE’s Home Quality Mark.¹⁹ The development of bespoke standards for new housing and non-residential development would also be supported.

¹⁶ For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the [Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#).

¹⁷ Overheating: Approved Document O: Department for Levelling Up, Housing and Communities 2022

¹⁸ [BREEAM - BRE Group](#)

¹⁹ [Home Quality Mark - BRE Group](#)

BREEAM is one of the most popular sustainability certification systems for the development industry. It is used all around the world and has made a substantial contribution to the creation of more energy-efficient, environmentally friendly, and socially responsible buildings.

“Very Good” is the third highest BREEAM certification level. To achieve it, your development project must at least have a score of 55% and not more than 69% (while achieving a higher score would of course be more beneficial). It is defined as “advanced good practice” and therefore means that sustainability has been considered a priority for the project, but not all the expected methods or concepts have been applied.

BRE Home Quality Mark: Achieving HQM certification is a process that involves several key steps. From initial assessment to final certification, each stage is designed to ensure that your property meets the highest standards of sustainability and quality. and be designed to have regard to the predicted effects of climate change including reducing carbon dioxide (CO2) emissions and adapting to climatic conditions. The Council will be supportive of developments that utilise the standards set out in Figure 6.

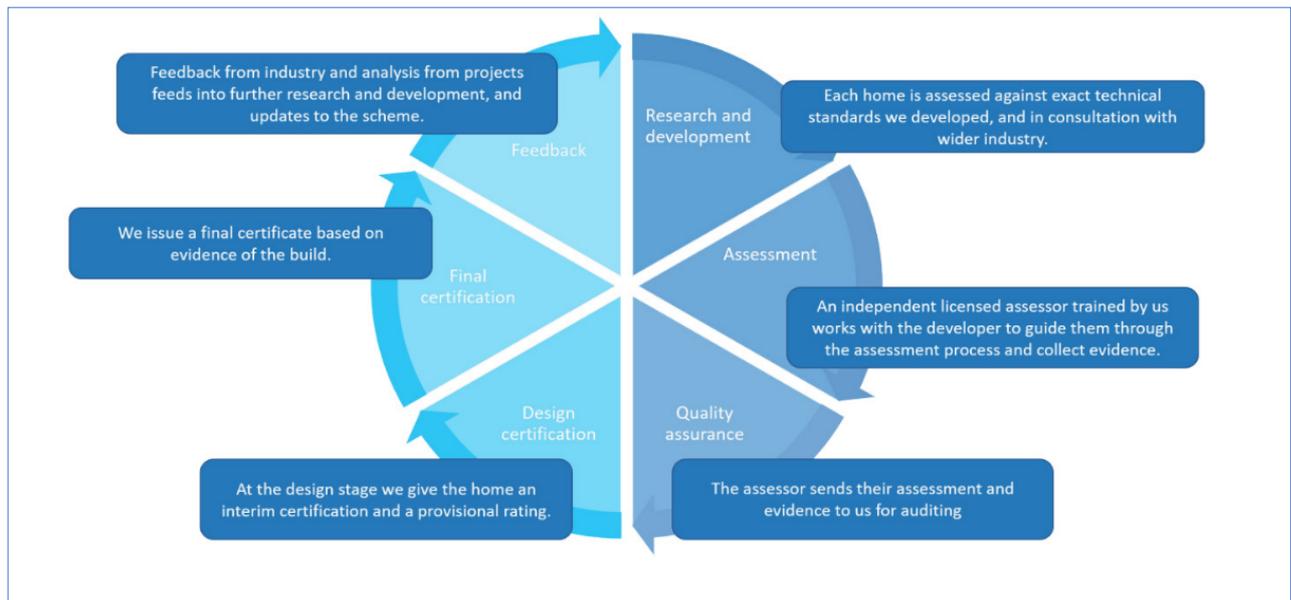
FIGURE 6: BRE HOME QUALITY MARK STANDARDS



Source: [Home Quality Mark - BRE Group](#)

HQM assesses the quality and sustainability of the home itself, its surroundings and the construction or renovation. The basics of the assessment process are set out in Figure 7.

FIGURE 7: HQM ASSESSMENT DIAGRAM



Source: [Home Quality Mark - BRE Group](#)

6.3 Principle 3: Sustainable Transport

Increasing Accessibility

A key decarbonisation pathway in transportation is increasing the modal share of public transport and active travel use. Reducing the reliance on private vehicles will result in reduced greenhouse gas emissions through zero emission travel options (walking and cycling) or low emission travel through public transport use. In turn, this will also result in lower private vehicle mileage and help reduce congestion. Transitioning the private car market to EV is a key part of the overall picture of modal shift and behaviour change, with alternative fuels where required. The following policies, strategies and guidance provide measures and advice for achieving these goals and targets.

DALP Policy CS(R)15: ‘Sustainable Transport’ seeks to ensure that new development is accessible by public transport methods, such as walking, cycling and public transport.

DALP Policy C1 ‘Transport Network and Accessibility’ seeks the provision of sustainable transport systems and modes, reducing carbon emissions and the provision of EV charging infrastructure.

The Halton Transport Plan and Transport Plan for Growth (2011 - 2026)²⁰ sets out the strategies and priorities for the Borough.

As one of the six authorities forming the Liverpool City Region Area²¹, Halton is a key player in the production of Local Transport Plan 4 (LTP4) which is now being developed for the period to 2040 and beyond. The LTP4 Vision and Goals document

²⁰ [Layout 1 \(halton.gov.uk\)](#)

²¹ [Home | Liverpool City Region Combined Authority \(liverpoolcityregion-ca.gov.uk\)](#)

was consulted upon in Autumn 2022. Work is now underway on the LTP4 Preferred Strategy with the aim to consult upon in Summer 2024 before finalising and adopting the new Local Transport Plan 4 for Liverpool City Region by end of 2024.²²

In March 2022 the Government published the UK Electric Infrastructure Vehicle Strategy²³, which sets out:

The Government vision and action plan for the rollout of electric vehicle charging infrastructure in the UK, ahead of the phase out dates, which intends to:

- to end the sale of new petrol and diesel petrol and diesel vehicles by 2030 and.
- for all new cars and vans to be fully zero emission at the tailpipe by 2035

Part S of the Building Regulations aims to futureproof homes and buildings via the installation of charging points for electric vehicles. The Government has produced responses to frequently asked questions on this matter.²⁴

It is anticipated that the Council will publish an Electrical Vehicle Charging Point report in 2024. This report will outline a strategy for implementing Electric Vehicle Charging Infrastructure (EVCI) which supports the Council in its efforts to reach net zero and meet the future needs of Electric Vehicle (EV) demand across the local authority area. Once complete the report will be made available on the Councils website.

6.4. Principle 4: Mitigating Flood Risk

A 2023 article published by the Environment Agency²⁵ cited 'Around 1 in 6 people are at risk of flooding in England. Our changing climate means that more homes will be at risk in the future. We have traditionally focussed our approach to flooding in England on the construction of barriers, walls and flood reservoirs. Protection of this kind will remain hugely important. But we cannot eliminate all risk. We all have a role to play in making ourselves and our homes and businesses more resilient to the current and growing threat from flooding.'

Property flood resilience is one way we can do that. These are measures that reduce the risk of damage to individual properties, speed up recovery, and help people move back into their properties more quickly after flooding. They include resistance measures that help to keep as much water out of the property as possible, using products like flood doors and barriers and self-closing air bricks. And they can also include measures like tiled floors and raised electrics so if water does enter the property, it causes as little damage as possible'.

²² [Transport | Liverpool City Region Combined Authority \(liverpoolcityregion-ca.gov.uk\)](https://liverpoolcityregion-ca.gov.uk/transport)

²³ [UK electric vehicle infrastructure strategy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/uk-electric-vehicle-infrastructure-strategy)

²⁴ [Approved Document S: Infrastructure for charging electric vehicles, frequently asked questions - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/approved-document-s-infrastructure-for-charging-electric-vehicles-frequently-asked-questions)

²⁵ [Building back better and mainstreaming property flood resilience - Creating a better place \(blog.gov.uk\)](https://www.blog.gov.uk/2023/07/building-back-better-and-mainstreaming-property-flood-resilience-creating-a-better-place)

A range of flood risk management plans (FRMPs)²⁶ for the period 2021 -2027 have been produced by the Environment Agency. The plans set out how organisations, stakeholders and communities will work together to manage flood risk in England. flood risk management plans for England to cover the period from 2021 - 2027.

- These strategic plans explain the objectives and the measures (actions) needed to manage flood risk at a national and local level.
- National measures that apply to all river basin districts are described in the national overview (part a).
- Measures that apply to specific river basin districts and their flood risk areas are described in the 10 local flood risk management plans (part b).

Locally the Council has a number of policy and strategies covering flood risk management, which can be viewed at: [Background Documents \(halton.gov.uk\)](https://www.halton.gov.uk/background-documents)

DALP Policy CS23: 'Managing Pollution and Risk' contains the following measures aimed at managing flood risk: Development should not exacerbate existing levels of flood risk nor place residents or property at risk from inundation from flood waters. This will be achieved by:

- Directing development to areas where the use is compatible with the predicted level of flood risk, both at present and taking into consideration the effects of climate change.
- Using Halton's Strategic Flood Risk Assessment (SFRA)²⁷ to inform the application of the sequential approach/test and exception test in accordance with national planning policy.
- Requiring site-specific Flood Risk Assessments for proposals in areas at risk from flooding as identified in the Halton SFRA.
- Supporting proposals for sustainable flood risk management (e.g., defence / alleviation work) so long as they do not have a detrimental impact on the landscape of the Borough.

Individual new developments need to ensure flood risk is a key consideration as part of local climate adaptation, accounting for projected future climate change in the design of any flood resilience measures. Designs also need to consider the flood risk implications of impermeable materials associated with urban environments. There are opportunities presented through the planning of new development to make communities more resilient to climate change. (SuDs)²⁸

SuDS is a technique that manages surface water and groundwater sustainably. The primary purpose of SuDS is to mimic the natural drainage of land prior to development. This is achieved by capturing rainfall, allowing as much as possible to evaporate or soak into the ground close to where it fell, then conveying the rest to the nearest

²⁶ [Flood risk management plans 2021 to 2027 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/612222/flood-risk-management-plans-2021-to-2027.pdf)

²⁷

²⁸ The SuDs Manual CIRIA (2015)

watercourse to be released at the same rate and volumes as prior to development. The key objectives are to manage the volume and rate of flow of surface runoff to reduce the risk of flooding and water pollution. SuDS can also reduce pressure on the sewerage network and can improve biodiversity and local amenity.

It should be noted that initial assessments of the geology and soil types across Halton Borough have indicated a generally 'LOW' suitability for the use of infiltration SuDS. Further information is available for Developers in Halton's Local Flood Risk Management Strategy (FRMS), strategic Flood risk Assessment Level 2 (SFRA2) and the Mid-Mersey Water Cycle Study (MMWS). However, the SuDS approach is not dependent on infiltration but also includes attenuation techniques such as ponds, wetlands, green roofs, and water recycling schemes which hold back runoff volumes and rates and allow water reuse. If proposed SuDS are compliant in terms of design and construction, and following discussions with Halton's Open Spaces Division, they may be accepted as part of Public Open Space, together with agreement on the payment of commuted sums for their future maintenance. Alternatively, developers will be encouraged to transfer future responsibility to a Management Company set up for the purpose of maintenance and repair of features on their development.

Non-residential development can demonstrate exemplary performance related to climate change adaptation through BREEAM²⁹ by targeting flood and surface water management credits to minimise the risks of increased flood risk and surface water run-off affecting the site of other receptors in the catchment. In accordance with policies CS23 and HE9 this entails

- Flood resilience: A site specific Flood Risk Assessment confirms that the development either remains within a location of low flood risk, even after considering future sources of flooding with climate change or demonstrates that measures to increase the resilience to future flooding is incorporated into the final design of the building.
- Surface water run off: Sustainable design of surface water management measures where all calculations must include an allowance for climate change, made in accordance with current Planning Practice guidance (PPG)³⁰. Ease of maintenance must be integrated into SuDs design.

6.5. Principle 5: Mitigating Biodiversity

The importance of mitigating biodiversity loss and enhancement is recognised in **DALP Policies; CS (R) 20: Natural and Historic Environment, CS(R)21: Green Infrastructure and HE1: Natural Environment and Nature Conservation and HE5: Trees and Landscaping**

As required by the Climate Change Act 2008³¹, in 2022 the UK government has undertaken the third five-year assessment of the risks of climate change on the UK. This is based on the Independent Assessment of UK Climate Risk, the statutory advice

²⁹ Pol 03 - Flood and surface water management - BREEAM Knowledge Base available at <https://kb.breeam.com/wp-content/plugins/breeamkb-pdf/pdf/?c=1002> accessed 7-12-23.

³⁰ Flood Risk and Coastal change: Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government (March 2014 Last updated 25 August 2022)

³¹ [Climate Change Act 2008 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2008/27)

provided by the Climate Change Committee (CCC), commissioned by the UK government and devolved administrations.

The risk assessment considers sixty-one UK-wide climate risks and opportunities cutting across multiple sectors of the economy and prioritises the following eight risk areas for action in the next two years:

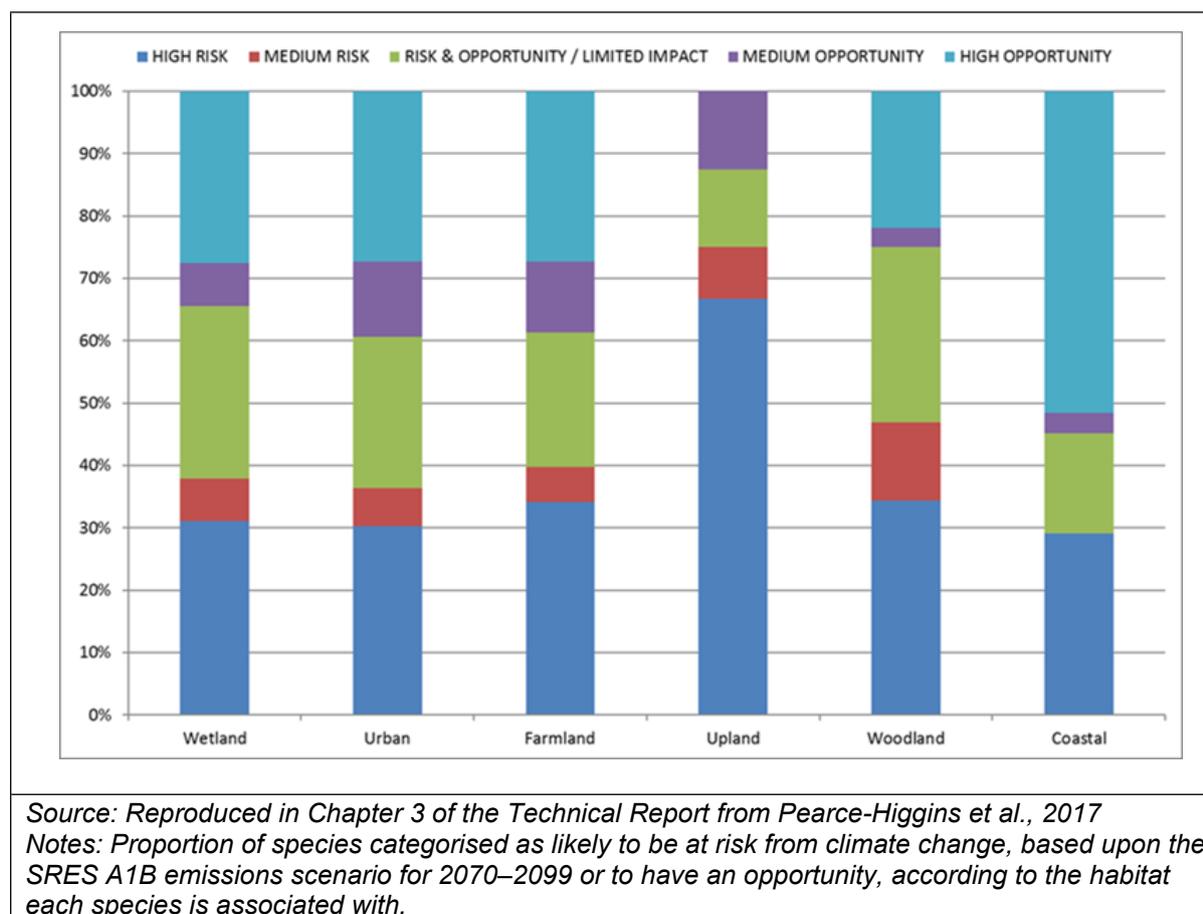
- risks to the viability and diversity of terrestrial and freshwater habitats and species from multiple hazards
- risks to soil health from increased flooding and drought
- risks to natural carbon stores and sequestration from multiple hazards
- risks to crops, livestock and commercial trees from multiple climate hazards.
- risks to supply of food, goods, and vital services due to climate-related collapse of supply chains and distribution networks.
- risks to people and the economy from climate-related failure of the power system
- risks to human health, wellbeing, and productivity from increased exposure to heat in homes and other buildings
- multiple risks to the UK from climate change impacts overseas

The results of the 2022 Risk Assessment are explained in the Advice Report for CCRA3³² which provides compelling evidence of the benefits to society of the natural environment. It explains the threat climate change poses to UK biodiversity, at a time when it is already degrading rapidly the abundance and distribution of UK terrestrial and freshwater species has declined by 13% since 1970. Increased temperatures and extreme events such as drought and wildfire pose the biggest threats while upland areas face particularly acute risks (75% of present-day upland species face a potential decline in climate suitability by 2100 under a medium level of warming).

The Advice Report recommends reducing pollution and creating suitable conditions for existing species. Active management of habitats can also improve their resilience. Figure 8 demonstrates the proportion of species estimated to be at risk from climate change because of medium emissions between 2070 and 2099.

³² UK Climate Change Risk Assessment HM Gov 2022

FIGURE 8: SPECIES AT RISK FROM CLIMATE CHANGE



From January 2024 the Environment Act³³ requires mandatory biodiversity net gain (BNG) of 10% on development sites (with a few exceptions) for which planning permission is granted. The Council does not have a planning policy which requires 10% BNG gain on site. However, it is important to note that the **DALP Policies CS(R)20, CS (R)21 and HE1 highlight the need for biodiversity enhancement** resulting from development which will need to be applied when determining planning applications.

DALP Policy HE1 requires all development affecting sites of ecological importance to undertake an Ecological Appraisal including an ecological constraints and opportunities plan showing details of avoidance mitigation and compensation. This should include as a minimum the requirements of British Standard BS42020³⁴. This standard describes in detail the hierarchy of avoidance, mitigation, compensation, and enhancement articulated in the National Planning Policy Framework.

Further guidance for preliminary ecological appraisals can be found in guidance produced by CIEEM available at: [Guidelines-for-Preliminary-Ecological-Appraisal-Jan2018-1.pdf \(cieem.net\)](https://www.cieem.net/Guidelines-for-Preliminary-Ecological-Appraisal-Jan2018-1.pdf)

³³ [Environment Act 2021 \(legislation.gov.uk\)](https://www.legislation.gov.uk/uk/2021/1/1/1)

³⁴ BS 42020 – a code of practice for biodiversity in planning and development BSI

DALP Policy HE5: Trees and Landscaping requires Tree Survey information to be submitted with all planning applications where trees are present on site and in some cases where trees are present on adjacent sites. In terms of landscaping schemes will be required to support biodiversity and where appropriate, provide suitable and appropriate mitigation for the restoration of damaged landscape areas. Further advice with regards to the submission of planning applications affecting trees and woodland can be found in guidance produced by Gov.uk at: [Planning applications affecting trees and woodland - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/planning-applications-affecting-trees-and-woodland)

6.6 Principle 6: Green and Blue Infrastructure

The importance of green infrastructure, nature conservation, outdoor sports fields, and water ways in Halton are recognised through **DALP Policies CS(R)20 Nature Conservation, CS(R)21: Green Infrastructure, HE1 Natural Environment and nature conservation, HE3 Waterways and waterfronts, HE4 Greenspace and Green Infrastructure, HE5 Trees and Woodlands, HE6 Outdoor Sports Provision and HE9 Water Management and Flood Risk.**

Green and Blue Infrastructure is a network of nature-based features based on vegetation (green) and water (blue), or both. These features are integrated throughout the Borough. Examples of these features in Halton are parks and gardens, green corridors, natural and semi natural greenspace, playing fields, allotments, golf courses, woodland, individual trees, cemeteries, the river Mersey, our canals, ponds, sustainable drainage systems (Suds), and soils amongst others. These features are important as a climate change mitigation and adaptation measure.

DALP Policy CS(R)21: Green Infrastructure identifies the following categories as green infrastructure: Parks and Gardens – including parks and regional parks • Amenity Green Space – including informal recreation spaces, greenspaces in and around housing • Outdoor Sports Facilities – including formal playing fields, golf courses and other outdoor sports areas • Natural and Semi-Natural Greenspaces – including woodlands, scrub, grassland, heath or moor, wetlands, open and running water and bare rock habitats • Green Corridors – including rivers and canal banks, road and rail corridors, cycling routes, pedestrian paths, and rights of way • Other – including agricultural land, allotments, community gardens, cemeteries and churchyards.

Policy CS(R)21 seeks the protection, enhancement, and expansion of green infrastructure (where appropriate). Outcomes will include: The creation of linkages and connections between natural habitats and other landscape features which contribute towards a network of greenspaces and corridors of value for biodiversity.

Where appropriate developer contributions will be sought to facilitate improvements to the quality, connectivity, and multi-functionality of the Borough's green infrastructure network. The Council works alongside other partners and agencies responsible for the delivery and maintenance of green infrastructure.

Green Corridors

Green networks, corridors and linkages are widely seen as a key mechanism for reversing the effects of fragmentation on biodiversity. They also deliver a range of other social and environmental benefits, including enhancement of local landscape character, and greater opportunities for public access and recreational use.³⁵

Natural and Semi-Natural Green Space

Natural and semi-natural green spaces have been defined as “land, water and geological features which have been naturally colonised by plants and animals. and which are accessible on foot to large numbers of residents³⁶

DALP Policy HE3: ‘Waterways and Waterfronts’ Seeks to protect and enhance the natural habitat and setting of the waterways and associated banks. Development will be expected to take into consideration the objectives of the Waterways Framework Directive³⁷ and relevant River Basic Management Plan³⁸.

Rivers

The pressures on our natural river systems are immense. Pollution from agricultural and road run-off bring sediment and harmful chemicals to push water quality down. Over abstraction can cause increased toxicity levels and lack of water for aquatic life. Reduction of tree cover leads to higher water temperatures and consequently low oxygen levels harmful to fish.

River conservation means taking a catchment approach, working with others and creating a broad range of projects and activities to create a river recovery network³⁹.

Canals

Canals play a crucial role in providing much-needed habitat for threatened wildlife at a time when biodiversity in the UK is in crisis. They need constant care to keep them flowing, full of water, clean and wild.⁴⁰

Ponds

Ponds are important hotspots for biodiversity. Collectively, they support more species, and more scarce species, than any other freshwater habitat. Ponds are essential habitats for wetland wildlife. Healthy networks of ponds, at different stages of their ‘lives’, help wetland species to move around the countryside, supporting ‘nature corridors’. As habitat fragmentation continues to increase, they are more important than ever. Without them, many native species would struggle to survive.⁴¹

³⁵ [Urban green networks, corridors and linkages - Forest Research](#)

³⁶ Harrison, C, Burgess, J, Millward, A, and Dawe, G (1995) Accessible Natural Greenspace in Towns and Cities English Nature Research Report 153, English Nature

³⁷ [The Water Framework Directive \(Standards and Classification\) Directions \(England and Wales\) 2015 \(legislation.gov.uk\)](#)

³⁸ <https://www.gov.uk/guidance/river-basin-management-plans-updated-2022>

³⁹ [Rivers | The Wildlife Trusts](#)

⁴⁰ [Helping nature thrive | Canal & River Trust \(canalrivertrust.org.uk\)](#)

⁴¹ [Ponds | WWT](#)

The Government's Forestry and Woodlands Policy Statement 2013⁴² states that *'the protection of the UK's trees, woods and forests, especially ancient woodland is a top priority' and 'new and better managed woodland also has a role in making our rural and urban landscapes more resilient to the effects of climate change'.*

DALP Policy HE5: Trees and Landscaping requires the following information to be submitted with relevant planning applications:

- 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.
- 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 in accordance with **DALP Policy HE1**.

Woodlands

The world of carbon markets is complex and needs careful navigation to deliver woodland creation projects that make a reliable and credible contribution to climate change targets. In the last two years there have been a large rise in the number of registered projects under the UK Woodland Carbon Code (WCC). The WCC is the quality assurance standard for woodland creation projects in the UK, and generates high integrity, independently verified carbon units. Backed by the Government, the forest industry and carbon market experts, the Code provides woodland carbon units right here in the UK. The Woodland Carbon Code is internationally recognised for ambitious standards of sustainable forest management and carbon management and is endorsed by ICROA⁴³, the global umbrella body for carbon reduction and offset providers in the voluntary market. Woodland Carbon Code projects provide social and environmental benefits for many communities across the UK. These include biodiversity and habitat creation, improvements in health and wellbeing, benefits for farming, local employment, and educational opportunities.

Woodland Trees and Hedgerows

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. Woodlands, Trees and Hedgerows are an important visual and ecological asset; they provide a significant contribution to areas distinctiveness as well as playing an important role in mitigating and addressing climate change.

Trees

⁴² [Government forestry policy statement - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/policies/forestry-policy)

⁴³ [ICROA | Accrediting Best Practice in Carbon Offsetting](https://www.icroa.org/)

“Decreasing green cover by 10% increases maximum surface temperature across all areas, but the increase is particularly significant in urban areas. In contrast increasing cover by 10% keeps temperatures close to the current levels.”⁴⁴

DALP Policy HE1: Natural Environment and Nature Conservation sets out expectations of High-Quality Agricultural Land in the Borough: *‘the irreversible significant development of open agricultural 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. Where it can be demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality’.*

Figure 9 demonstrates some of the benefits of green infrastructure in helping to combat the impacts of climate change.

FIGURE 9: BENEFITS OF GREEN INFRASTRUCTURE



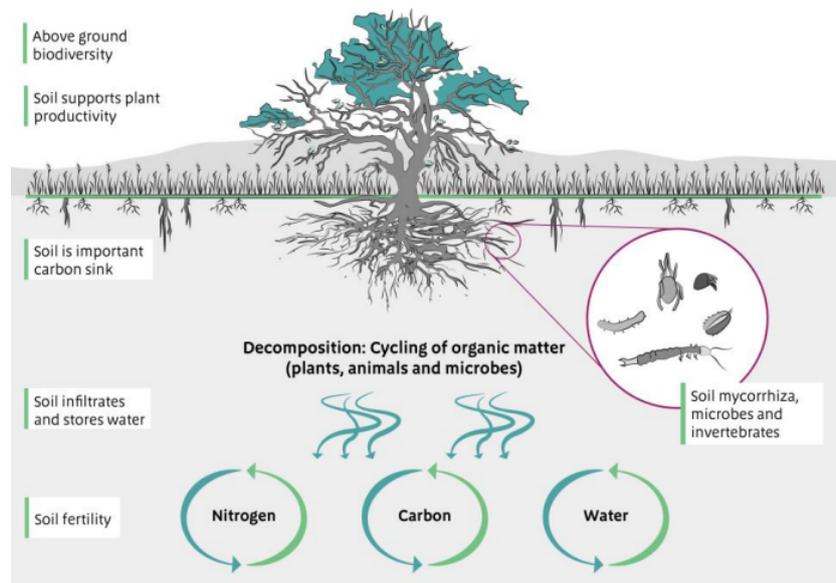
Soils

Soils store 10 billion tonnes of the UK's terrestrial carbon and play an important role in modulating the greenhouse gas cycles which control our climate⁴⁵ The importance of soils is often underestimated and poorly understood. Soil is a key component of green infrastructure they are intimately connected with aquatic environments and atmosphere. Soils store and filter water and store carbon. Soil microbes remove pollutants and are responsible for the cycling of nutrients.

⁴⁴ LCR and Warrington Green Infrastructure Framework, Mersey Forest (2014)

⁴⁵ UK Centre for Ecology & Hydrology (UKCEH) available at: [UK Centre for Ecology & Hydrology \(ceh.ac.uk\)](http://ukceh.ac.uk)

FIGURE 10: FUNCTIONING SOILS



Source: UICN: *Conserving health soils*

7 Conclusions

Guidance provided in this Climate Change SPD should be considered in conjunction with the Haton DALP Policies, the NPPF, NPPG and any other relevant guidance sign posted within this document or other guidance as it becomes available.

It is intended that this SPD and other local policy and guidance will be reviewed and updated as necessary. It should however be noted that this SPD provides up to date guidance at the time of publication. It will be for the applicant to comply with the latest guidance when submitting a planning application and any supporting reports and documentation.

- seek pre-application planning advise.
- and Building Control advise from the Council prior to submitting an application.
- complete and submit the Climate Change Checklist with your planning application. (See Appendix 3)

Appendix 1: Key Projects Completed or Started in Halton in 2023 that will Help Combat the Impacts of Climate Change.

Buildings

- Feasibility studies have been completed to assess the decarbonisation options across the Council's building portfolio. Bids have been submitted to the Public Sector Decarbonisation Scheme in respect of 5 sites in two separate bids. One covering St Lukes & St Patrick's care homes, the other covering Runcorn Town Hall, Picow Farm Depot and Kingsway Learning Centre.
- An initial desk top study has been completed to assess 24 sites for the suitability of Solar PV. The initial study shows estimate that some 2,259kWp of solar PV could be installed on the roofs subject to roof studies and grid connections. The total cost of the programme would be circa £2.27m excludes any supervision and clerk of works activity that the Council may undertake at each site. Based upon the assumptions made in terms of the use of energy on site and exports sales, inflation and debt repayments the programme would have a 14.3% IRR and an NPV of £3.33M after all costs. The study will be developing in the coming year into a rolling four-year programme of solar PV investment.
- The Council has approved plans to extend the existing Solar Farm at the former St Michael's Golf Course, connecting it to the new Leisure Centre in Moor Lane, Lower House Lane and Municipal Building. The project is also looking to provide EV charging infrastructure at the Depot and will allow Air Source Heat pumps to be installed at the Leisure Centre, which will significantly reduce the carbon footprint of the building. The Council has approved funding and consultants have been appointed to support the development of a planning application for the extension and to undertake design work to enable bids to be invited.
- The existing 1MW solar farm and roof top solar schemes at the DCBL Stadium, Brookvale and Rutland House continue to operate within expectations and generate ongoing income streams. Some of the income from the schemes will be reinvested in the Building Decarbonisation Schemes highlighted in Section 5.1
- The Key Design features for new Leisure Centre were agreed and include no gas supply to building, with all plant powered via electricity with some coming from the Solar Farm when the work is completed.
- Feasibility work is ongoing in respect of various options for rationalising our main office accommodation. A report will be presented to Council in 2024 with recommendations.

Transport

- Four upgraded replacement EV charging points for both Lowerhouse Lans & Picow Farm depots are ordered and will be installed in early 2024. The extension of the Solar Farm will provide for the installation of EV charging infrastructure at Lowerhouse Lane and enable the Council to further consider the electrification of its vehicle fleet. A Feasibility Study to assess the

introduction of low carbon emission vehicles at all Council sites that operate fleet vehicles / plant & machinery will be undertaken in 2024.

Open Spaces

- The Big Halton Forest Project was launched during 2022. Addressing carbon sequestration is a long-term process, so it was agreed to initiate a step increase in tree planting as early as possible in the Action Plan. The result was the concept of The Big Halton Forest.
- Up to 2030, the aim is to plant an additional 130,000 new trees across Halton above the regular annual planting of circa 1,500 trees. This will include Council owned land and other partners, including eventually the wider community.
- The first planting season will be the Autumn/Winter 2022/2023. The assembly of the funding and management of the project is underway, with the first year's proposals expected to be met. To date the Council has secured around £300k towards the projects from the following sources:
 - LCR Community Environment Fund - awarded circa £30k for planting of 2,000 trees and 3,000 bushes at Factory Lane, Widnes.
 - INEOS Environment Fund - secured £120k to be spent over 5 years as general support for the project.
 - DEFRA Woodland Creation Accelerator Fund (WCAF). The fund is to enable more trees to be planted, particularly in winter seasons 2023/24 and 2024/25. Awarded £150k to be spent across those 2 years to meet staffing costs for 2 Officers to support the project.

Appendix 2: Glossary

Term Meaning	Definition
Air Quality Management Areas	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Ancient Woodland	An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites.
Biodiversity Net Gain	An approach used to improve a sites biodiversity value. Sites completed to a 'net gain' standard will have a positive ecological impact and deliver improvements through habitat creation and enhancements.
Carbon Footprint	The total amount of carbon dioxide released into the atmosphere as the direct result of activities of an organisation, individual, or community.
Carbon-neutral	Resulting in no net release of carbon dioxide into the atmosphere, particularly as a result of carbon offsetting
Conservation	Conservation The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Flood Plain	An area of land adjacent to a river that experiences flooding during periods of high discharge.
Greenbelt	A belt of parks, farmlands and green spaces that encircles a community and is designated as such.
Greenhouse Gas	A gas that absorbs and emits radiant energy within the thermal infrared range, which causes the heating of the atmosphere, otherwise known as the greenhouse effect.
Green and Blue Infrastructure	A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities, and prosperity.
Green Corridors	Land that provides sufficient habitat to support wildlife and the movement of wildlife between two or more habitats.
Passivhaus	A leading international design standard for energy usage within buildings.

Photovoltaic	Able to produce electricity from light, or relating to the process of doing this
Surface Water Runoff	The flow of water occurring on the ground surface when excess rainwater, stormwater, meltwater, or other sources can no longer infiltrate into the ground.
Sustainable Drainage Systems (SuDS)	Systems and infrastructure that is designed to efficiently manage the drainage of surface water in the urban environment.
Wildlife Corridors	Areas of habitat connecting wildlife populations, including green infrastructure

Appendix 3: Climate Change Checklist

Relevant Local Plan Policy	Topic	Measures	Has this been considered in the planning application submission? Yes/No/not Applicable. If No or Not Applicable, please state reasons for this	If yes, please signpost to relevant information within planning application submission
Transport				
CS(R)15	Sustainable Transport	Demonstrate how the development promotes modes of sustainable transport (walking, cycling, public transport)		
C1	Transport Network and Accessibility	As CS(R)15 plus: <ul style="list-style-type: none"> demonstrate how the development promotes the use of Ultra Low Emission Vehicles inclusion of a Green Travel Plan (where appropriate) 		
Sustainable Development and Design				
CS(R)19	Sustainable Development and Climate Change	Demonstrate how the development is sustainably designed, including reducing carbon dioxide emissions, and adapting to climate conditions		
GR1	Design of Development	Demonstrate how the development minimises energy consumption, conserves water resources, uses sustainable construction methods, and provides renewable energy.		

		(This criterion applies to major development) ⁴⁶		
Natural and Historic Environment				
CS(R)20	Natural and Historic Environment	Demonstrate how the development conserves and where possible enhances the natural environment for current and future generations		
Green Infrastructure				
CS(R)21	Green Infrastructure	Demonstrate how the development delivers and maintains green infrastructure		
HE4	Green Infrastructure and Greenspace	Where appropriate demonstrate how the development incorporates high quality green infrastructure		
HE5	Trees and landscaping	Submit a tree survey with the planning application, that includes information in relation to protection, mitigation and management measures.		
HE6	Outdoor and Indoor Sports Provision	Demonstrate how the development delivers and maintains green infrastructure (CS(R)21		
Pollution and Risk				
CS(R)23	Managing Pollution and Risk	Where applicable demonstrate how the development has given		

⁴⁶ For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

		<p>regard to identified Air quality Management Areas (AQMAs)</p> <p>Where applicable demonstrate how the development will prevent and minimise risk from potential accidents at hazardous installations and facilities.</p>		
Blue Infrastructure				
HE3	Waterways and Waterfronts	Where appropriate demonstrate how the development protects and enhances the natural habitat and setting of the waterways and associated banks.		
HE9	Water Management and Flood Risk	<p>Where appropriate demonstrate:</p> <ul style="list-style-type: none"> • how the development Incorporates sustainable urban drainage systems (SuDS) • that relevant Surface Water Management Plans, related Flood Defence Plans and strategies including the Local Flood Risk Management Strategy, the Strategic Flood Risk Assessment (SFRA) and the Halton Sustainable Urban Drainage Guidance have been applied. 		

Renewable and Low Carbon Energy				
GR5	Renewable and Low Carbon Energy	Demonstrate how proposals for renewable energy development has considered and where appropriate minimised the potential environmental effects of the development (see criteria 1 (a to i))		
		Applications for major renewable and low carbon energy proposals must be accompanied by an Energy Statement		

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	21st February 2024
REPORTING OFFICER:	Executive Director Environment & Regeneration
PORTFOLIO:	Environment and Urban Renewal
SUBJECT:	Halton Delivery and Allocations Local Plan (DALP) Authority Monitoring Report (AMR) (01/04/2022 to 31/03/2023); Housing AMR (01/04/2014 to 31/03/2023); Economy AMR (01/04/2014 to 31/03/2023)
WARD(S)	Borough wide

1.0 PURPOSE OF THE REPORT

1.1 To present the Board with Draft Authority Monitoring Reports (AMRs) reporting on the progress of DALP policies for the period 01/04/2022 to 31/03/2023. Three reports are presented: The DALP AMR, (Appendix 1) The Housing AMR (Appendix 2) and the Economy AMR (Appendix 3). The DALP AMR provides the headline data for all DALP polices, the Housing and Economy AMR's provide greater detail for each topic area.

1.2 Local planning authorities are required to publish information at least annually that shows progress with local plan preparation, reports any activity relating to the duty to cooperate, any information collected which relates to indicators in the plan, and any policies which are not being implemented.

2.0 **RECOMMENDATION: That the Board endorse the draft AMRs so that the documents can be made publicly available and published on the Councils website.**

3.0 SUPPORTING INFORMATION

3.1 [Regulation 34 of the Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#) sets out what information the AMR must contain.

3.2 In accordance with the Council's Statement of Community Involvement and the regulations set out in the Town and Country Planning Act, as the AMRs are not classed as process documents the Council are not required to publicly consult on them. If/when the AMRs

are given approval by The Board the reports will be published and made available to view on the Planning Policy pages of the Councils website.

- 3.3 Although the DALP covers the period back to 2014 this will be the first publication since its adoption in March 2022. This AMR provides analysis and progress of the performance of each DALP policy by topic area. The AMR will enable comparisons to be made with past and future years data and allows assessment to be made of the success of individual policies and the DALP objectives. The AMR will also highlight if any policy adjustments are required. Generally, monitoring data covers the period 01/04/2022 to 31/03/2023, however some data does look back to 2014 to cover the period back to the start date of the DALP. The Housing and Economy AMR's provide greater detail and analysis for each topic area covering the period 01/04/2022 to 31/03/2023, with background information back to 2014.

4.0 **POLICY IMPLICATIONS**

- 4.1 Members wish to ensure that DALP policies are performing effectively and the DALP strategies are being met.

5.0 **FINANCIAL IMPLICATIONS**

- 5.1 The AMRs will need to be updated annually, which will impact on staff resources.

6.0 **IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

6.1 **Children & Young People in Halton**

None

6.2 **Employment, Learning & Skills in Halton**

None

6.3 **A Healthy Halton**

None

6.4 **A Safer Halton**

None

6.5 **Halton's Urban Renewal**

None

7.0 **RISK ANALYSIS**

- 7.1 There are no legal or financial risks arising from this report.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 There are no equality and diversity implications arising from this report.

9.0 **CLIMATE CHANGE IMPLICATIONS**

9.1 There are no climate change implications.

10.0 **LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

None under the meaning of the Act.



Halton Delivery and Allocations Local Plan

(Adopted 2nd March 2022)

Authority Monitoring Report

01/04/2022 – 31/03/2023

(Published February 2024)





**Halton Delivery and Allocations Local Plan Authority
Monitoring Report**

01/04/2022 -31/03/2023

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If you require this document in an alternative format, please contact the Forward Planning Team on the telephone number or email address above.

Disclaimer

The information in this report is provided in good faith and is as accurate as records permit, no guarantee is given regarding any possible errors.

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1. Summary

Summary of the Halton Delivery and Allocations Local Plan (Adopted 02/03/2022) performance for the Monitoring Period 01/04/2022 to 31/03/2022. This is the first full monitoring period for the DALP.

Policy CS€1 'Halton's Spatial Strategy' flows from the Vision for Halton. It expresses how the Council will achieve what they want to deliver over the plan period 2014 to 2037. To achieve the Vision for Halton new development should deliver:

Housing

- At least 8050 (net) additional dwellings
- Approximately 180ha (gross) of land for employment purposes
- Up to 9,293sqm of town centre convenience/comparison goods retailing
- Up to 5,112 sqm of retail warehousing

Policy CS(R)3 'Housing Supply and Locational Priorities' sets out the provision made for the development of at least 8050 (net) additional dwellings at an average of 350 (net) dwellings each year. This will be achieved through a combination of housing completed since 2014, housing sites with planning permission, or currently under construction and delivery of strategic residential locations allocated in the DALP and identified on the Policies Map.

During the monitoring period:

- 368 gross housing completions – 85 of these were affordable homes (23%) (Compared to 22 (14%) gross in 2021/22)
- 1 demolition
- 1 loss from conversion
- 4 losses from change of use
- 362 net completions (Compared to 152 net completions in 2021/22)
- 264 units currently under construction (Compared to 117 under construction in 2021/22)

Employment

Policy CS(R)4 'Employment Land Supply' seeks to deliver approximately 180ha (gross) of land for employment purposes between 2014 and 2037. This will be achieved through a combination of employment site completed since 2014, employment sites with planning permission, sites under construction for employment uses and the delivery of strategic employment locations allocated in the DALP and identified on the Policies Map.

During the monitoring period:

- The take up of 6.67 ha of employment land in Widnes, and all of which were located within the 'Key Urban Regeneration Areas' of Widnes
- There has been a loss of 8.37 hectares of employment land to other uses.

- 8 sites actively under construction
- 16 new sites with planning permission of which 10 sites remain available for employment use totalling 31.28 hectares, 104,788sq.m total floorspace.
- 104.43hectares of land available on 44 sites for employment use
- 75.85 hectares on 21 allocated sites within the 'Key Urban Regeneration Areas'

Retail

Policy CS(R)5 'Network of Centres' seeks to maintain the hierarchy of Halton's Centres for retail and other town centre uses. Improvement and enhancement of town and local centres will be supported within defined boundaries. Delivery of two new centres of an appropriate scale will be supported at Keckwick Hill Daresbury and West Bank in South Widnes. In addition, Policy HC9 'Mixed Use Areas' supports the delivery of some retail use (subject to meeting policy criteria) at Victoria Square and Victoria Road (MUA2), Earl Road (MUA3), Runcorn Station (MUA5), Halton Road (MUA6), Bridge Retail (MUA7), Moor Lane (MUA9) and Daresbury Park (MUA11)

During the monitoring period:

- There has been a decrease in vacant units in the defined centres from 26% in 2022 to 24% in 2023 all the vacancy rates remain above national levels.
- Development of a local district centre at Sandymoor, Runcorn that includes retail units (1& 2: Display or retail sale of goods, other than hot food, Use Class E(a) and/or Restaurants and Cafes, Use Class E(b); Retail units 3 & 4: Takeaways, Use class Sui Generis – hot food takeaways; Retail unit 5: Veterinary Practice, Use Class E€.) is under construction.

2. Introduction

The Role of the Authority Monitoring Report

Local planning authorities must publish information at least annually that shows progress with local plan preparation, reports any activity relating to the duty to cooperate, any information collected which relates to indicators in the plan, and any policies which are not being implemented.

This information should be made available publicly. [Regulation 34 of the Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#) sets out what information the reports must contain.¹

Local planning authorities can also use the Authority Monitoring Report to provide up-to-date information on the implementation of any neighbourhood plans that have been brought into force. At the time of production of the DALP AMR Halton does not have any Neighborhood Plans or Development Orders in progress or made.

Annual monitoring will help inform if there is a need to undertake a partial or full update of the local plan, when carrying out a review at least every 5 years from the adoption date.²

Appendix F (Monitoring Framework) of the DALP set out the targets that have been developed to measure the direct effects of the policies on achieving the targets.³ The AMR shows the progress towards achieving the policies and targets during the period 1st April 2022 to 31st March 2023. Where data is available and deemed relevant a decision has been made to include data back to 2014 to cover the plan period (2014 to 2037).

The 2023 report is the first authority monitoring report (AMR) of the Halton Delivery and Allocations Local Plan (DALP) (adopted 2nd March 2022). The AMR has been prepared by the Planning Policy Team in accordance with Regulation 34.

In addition to the AMR which gives an overview of the progress being made in all areas, the Planning Policy Team is separately producing:

- Employment AMR 2023
- Infrastructure Funding Statement 2023

How to use this Document

For ease of use the DALP AMR has been divided into subject topics, with each relevant policy and strategic objective identified for each section. The topic areas have been

¹ [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012 \(legislation.gov.uk\)](#)

² [Plan-making - GOV.UK \(www.gov.uk\)](#) Paragraph: 073 Reference ID: 61-073-20190315

³ [DALP Adopted.pdf \(halton.gov.uk\)](#)

colour coded to match that of the DALP. (See DALP contents pages 6-7) Each policy has been monitored with an assessment made of progress. Where relevant charts, figures and tables have been included in the main body of the document, with detailed tables of planning permissions and completions included in the Appendix. At the beginning of each monitoring topic a chart has been included that highlights headline data of the progress of policies. The chart has been colour coded as follows:

Key

Positive progress
Improvement required
Close monitoring required
No relevant data

Policy Framework

The Development Plan for Halton Borough is made up of the following documents:

- Halton Delivery and Allocations Local Plan (DALP) (Adopted March 2022) (incorporating remaining policies from the Core Strategy Local Plan)
- The Joint Merseyside and Halton Waste Local Plan 2013⁴

Local Development Scheme (LDS)

The Local Development Scheme (LDS) is an integral part of the Halton Borough Local Development Framework and plays a key role in facilitating successful program management of the project. The LDS is updated on a regular basis to reflect progress. The latest LDS is available to view at: [AMRLDS.pdf \(halton.gov.uk\)](#)

Duty to Cooperate

The Localism Act⁵ and the National Planning Policy Framework (NPPF)⁶ places a duty on local planning authorities and other bodies to cooperate with each other to address strategic issues relevant to their areas. The duty requires ongoing constructive and active engagement on the preparation of development plan documents and other activities relating to the sustainable development and use of land, in connection with strategic infrastructure.

The relevant duty to cooperate bodies for Halton Borough are:

- Liverpool City Region Authorities
- Warrington Borough Council

⁴ [Waste Local Plan \(halton.gov.uk\)](#)

⁵ [Localism Act 2011 \(legislation.gov.uk\)](#)

⁶ [National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](#)

- Cheshire West and Chester Council

Halton lies within the core of the Liverpool City Region. The Combined Authority brings together the region's six local authorities – Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral.⁷

In November 2015 the Government signed a Devolution Agreement⁸ with Halton, the five Merseyside Authorities and the Liverpool City Region Local Enterprise Partnership that devolves specific powers to the new office of Mayor.

These powers include defined strategic planning functions, including the production of a Strategic Framework for the City Region.

Halton falls within the 'Mid-Mersey' Housing Market Area which comprises three local authorities of Halton, St. Helens and Warrington Council's.

Under section 33A of the Localism Act, where a local planning authority have co-operated with another local planning authority, county council, or a body or person prescribed, the local planning authority's monitoring report must give details of what action they have taken during the period covered by the report.

During the monitoring period Halton have cooperated under the Duty to Cooperate as detailed in Figure 1

FIGURE 1 DUTY TO COOPERATE

Organisation	Date	Purpose
Housing and Spatial Planning Advisory Board	Meeting held 13/10/2022	The meeting was held to discuss the following strategic matters: <ul style="list-style-type: none"> • Housing Delivery Update – Brownfield Land Fund • Housing Retrofit Delivery Update • Spatial Development Strategy Update • Net Zero Delivery Plan • One Public Estate – Brownfield Land Release Fund; and Opportunity Development Fund
Chief Planners Group	5 meetings were held during the monitoring period	The meetings included discussion of the following strategic matters: <ul style="list-style-type: none"> • Ensuring Choice of Travel SPD

⁷ [Home | Liverpool City Region Combined Authority \(liverpoolcityregion-ca.gov.uk\)](https://www.liverpoolcityregion-ca.gov.uk/)

⁸ [Liverpool_devolution_deal_unsigned.pdf \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/444444/liverpool_devolution_deal_unsigned.pdf)

		<ul style="list-style-type: none"> • Liverpool City Region (LCR) update on the Spatial Development Strategy (SDS) • Draft Spatial Options for the SDS
Planning Policy Managers	3 meetings were held during the monitoring period	<p>The meetings included discussion of the following strategic matters:</p> <ul style="list-style-type: none"> • Regulation 18 consultation of the SDS • SDS Evidence base documents • Biodiversity Net Gain – new legislation
Transport Advisory Group	Meeting held 28/06/2022	<p>The meetings included discussion of the following strategic matters:</p> <ul style="list-style-type: none"> • Department for Transport update • Active Travel Update • Network Rail Update • Local Transport Plan (4) consultation

Statement of Common Ground

Halton has signed and agreed a Statement of Common Ground during the monitoring period as detailed in Figure 2:

FIGURE 2 STATEMENT OF COMMON GROUND

Organisation	Purpose
Liverpool City Region (LCR) Authorities	The 2019 SoCG has been reviewed in 2022. The agreement covers strategic planning matters including the LCR Strategic Development Strategy

Halton Borough

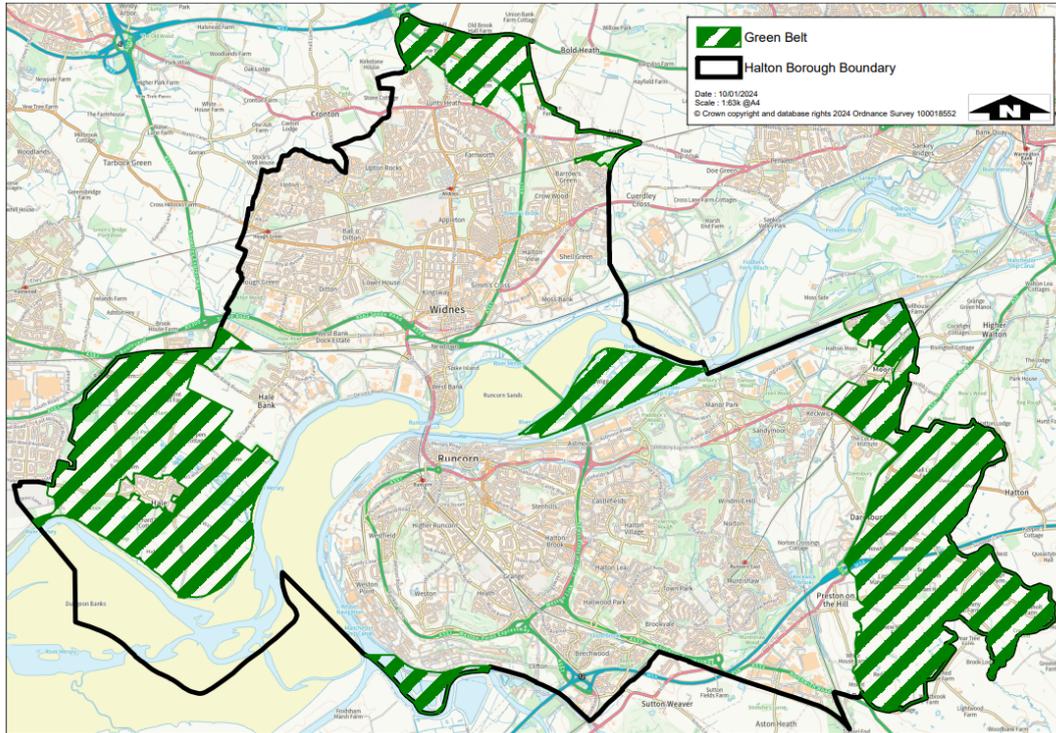
The Borough of Halton is a Unitary Authority covering the towns of Runcorn and Widnes. Halton is in the Northwest of England which straddles the upper Estuary of the River Mersey. It is located to the east of Liverpool City with the Borough of St Helens to the north, Warrington to the east and rural north Cheshire lying to the south.

At the time of the 2021 Census Halton recorded a population of 128,577 made up of 55,591 households.⁹

⁹ [Halton population profile](#)

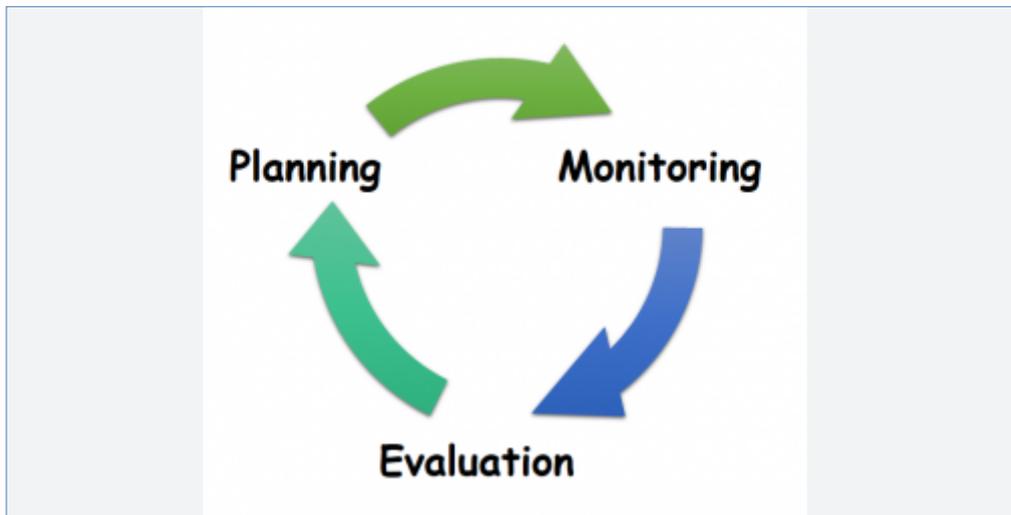
Green Belt covers approximately one third of the land area of the Borough and contains the smaller settlements of Moore, Daresbury and Preston-on-the Hill, with Hale Village inset within the Green Belt.

FIGURE 3 HALTON BOROUGH INCLUDING GREEN BELT

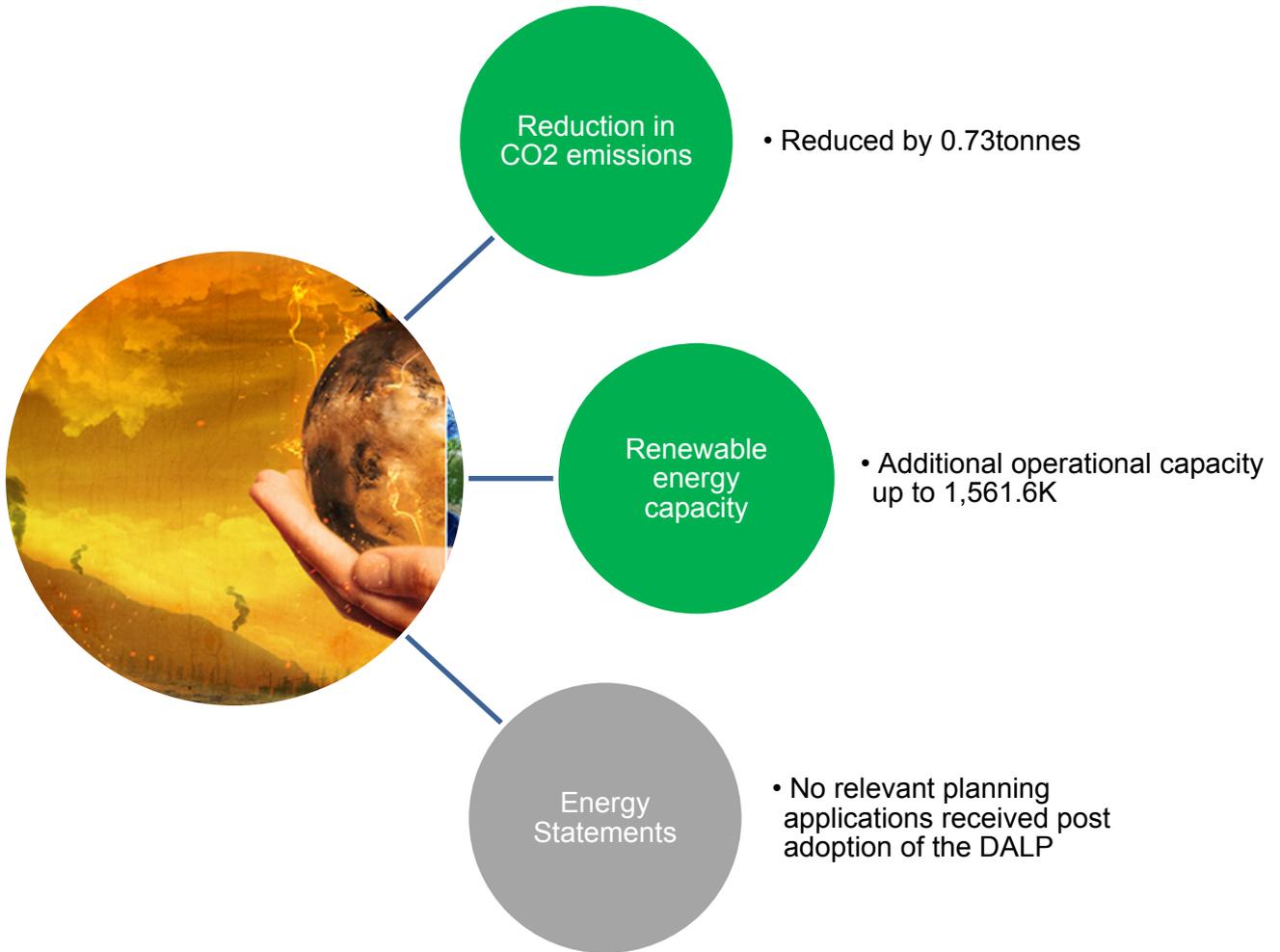


3. Monitoring Sections

The following sections are set out into topics of the DALP and provide data and analysis of the indicators and targets for each policy.



3.1 Climate Change



Strategic Objective: SO9

Climate Change Related DALP Policies: CS (R) 19 Sustainable Development and Climate Change

The aim of Policy CS(R)19 is that all new development should be sustainable and be designed to have regard to the predicted effects of climate change including reducing carbon dioxide emissions and adapting to climate change.

Indicators	Targets	Explanation
Halton’s contribution to CO2 production and Climate	Reduction in CO ₂ emissions per capita by 4% per annum over the plan period 2014-2037	The latest available data is for the period 21/22. When compared to the 2008 baseline of 9.4 tonnes the Council has managed to

	(Baseline of 9.4 tonnes per capita in 2008)	reduce its overall carbon emissions by 0.73tonnes. ¹⁰
Renewable energy capacity installed by type	Increase the capacity and number of renewable energy installations in the Borough over the plan period 2014-2037.]	Table 1 of Appendix 2 demonstrates two planning permissions have been approved since 2014, both for the development of solar array. Total additional capacity once both developments are operational will be up to 1,561.6 KW

Strategic Objective: SO9

Climate Change Related DALP Policies: GR5 Renewable and Low Carbon Energy

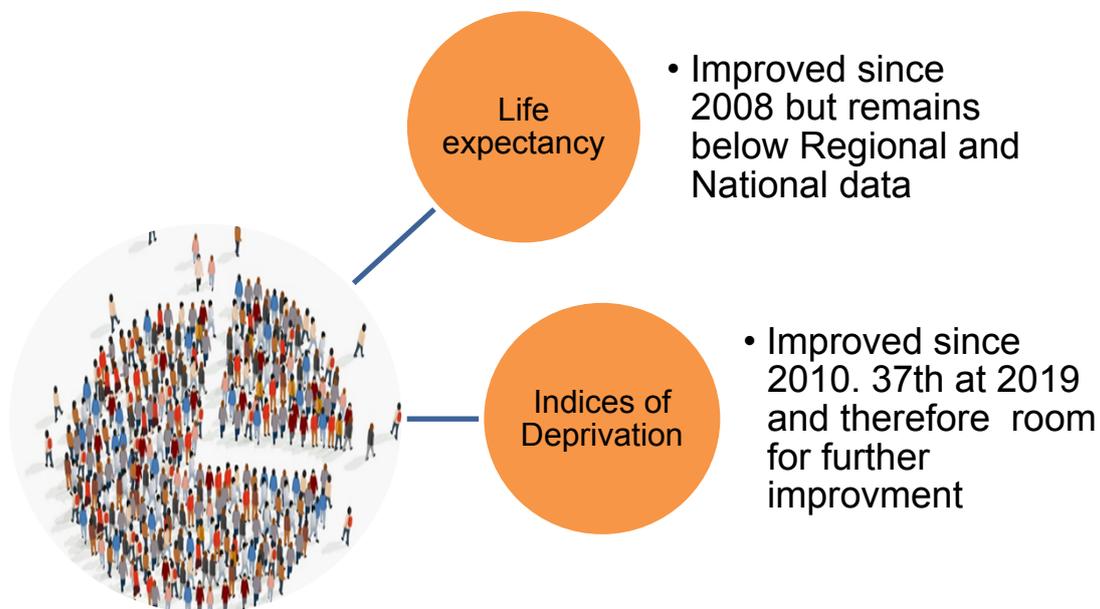
The aim of Policy GR5 is that proposals for renewable energy development consider, and minimize where appropriate, the potential environmental effects of development on a range of criteria as detailed out in policy.

Indicators	Targets	Explanation
Energy Statements	100% of applicable applications supported by an Energy Statement	Both permissions were approved prior to adoption of the DALP, and prior to the requirement for a stand- alone energy statement. Information with regards to energy was however provided within the planning statements submitted with both applications.
Wind turbines	100% of applicable applications supported by an Energy Statement	No applicable applications received during the monitoring period.
Restoration	100% of consents including a restoration plan	Both permissions were approved prior to adoption of the DALP, and prior to the requirement for a stand- alone restoration plan. Information

¹⁰ [Find out about our climate change strategy & plan \(halton.gov.uk\)](https://www.halton.gov.uk/your-council/your-councils-climate-change-strategy)

		with regards to restoration was however provided within the planning statements submitted with both applications.
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3.2 Demographics



Strategic Objective SO11

Demographics Related DALP Policies: CS(R) 22 Health and Well/Being

The aim of Policy CS(R)22 is to support healthy environments and lifestyles across the Borough.

Indicators	Targets	Data
Improvement in life expectancy at birth	Improvement on baseline (2008-2010) life expectancy at birth: Male – 75.5 years: Female – 79.6 years	Life expectancy data for Halton has improved since the 2008-2010 data was published but remains below regional and national averages for both men and women. Figure 4 demonstrates 2018 -2020 life expectancy at birth data for

		Halton which is compared with regional and national data. ¹¹
Improvement in overall deprivation score as an indication of Quality of Life	An improvement in Halton's rank of 27th most deprived local authority in the country (IMD, 2010)	The latest published Indices of Deprivation data was 2019. Halton is ranked as the 39th most deprived local authority. This is an improvement when compared to 2010 data. ¹²

FIGURE 4 LIFE EXPECTANCY AT BIRTH DATE 2018-2020

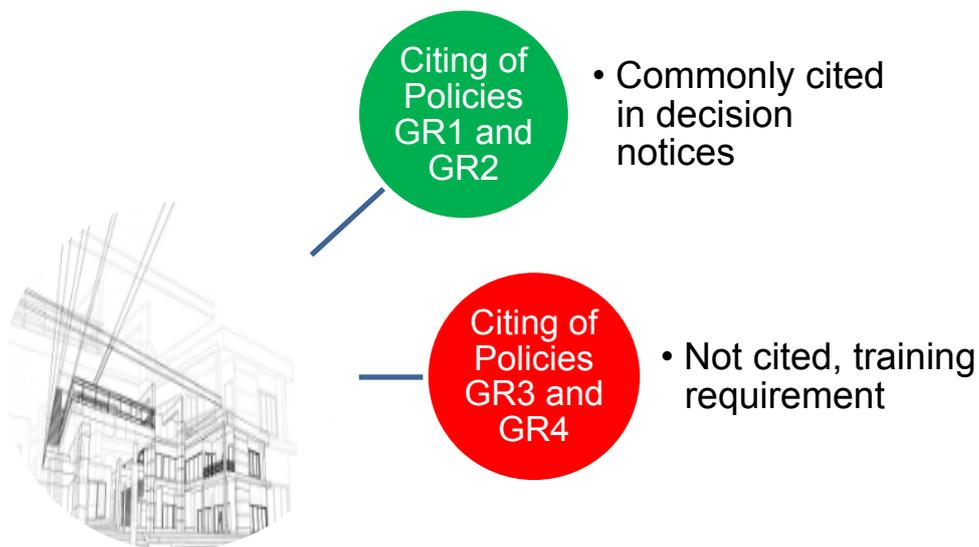
Area	Male	Female
Halton	77.4	81.4
Regional	77.9	81.7
National	79.4	83.1

Data Source: [understanding the drivers of HLE.pdf \(halton.gov.uk\)](#)

¹¹ [understanding the drivers of HLE.pdf \(halton.gov.uk\)](#)

¹² [English indices of deprivation 2019 - GOV.UK \(www.gov.uk\)](#)

3.3 Design



SO2: Ensure that all development achieves high standards of design and sustainability and provides a positive contribution to its locality.

Design Related DALP Polices CSR18 and GR1 – GR5

Homes/commercial areas built to secured by Design Standards

The target is to Increase number of developments which have regard to this standard, however the Council do not monitor or hold information on the number of applications that are built to the Secured by Design standards.

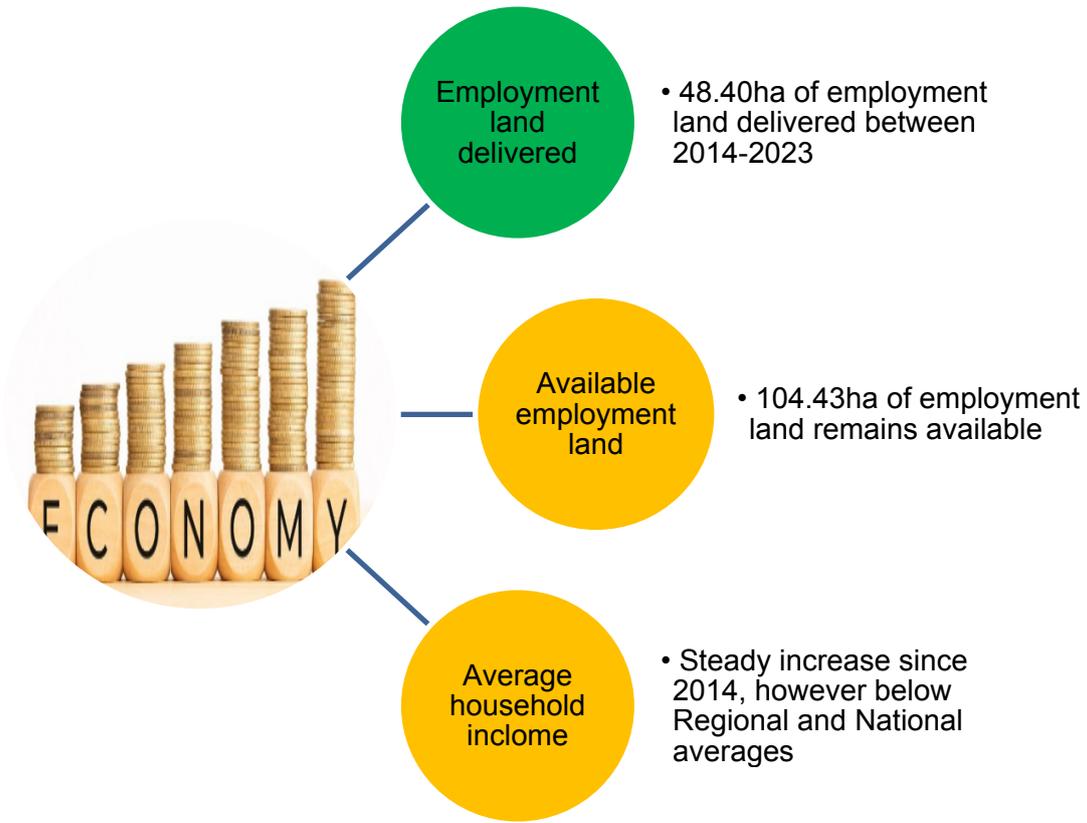
FIGURE 5 MONITORING THE EFFECTIVENESS AND USE OF POLICIES GR1-GR5

		From 01 April 2022 – 31 March 2023
GR1 - No. times cited in decisions		262
GR1 - % upheld at appeal	100% of appeals upheld	No data
GR2 - No. times cited in decisions		33

GR2 - % upheld at appeal	100% of appeals upheld	No data
GR3 - No. times cited in decisions		2
GR3 - % upheld at appeal	100% of appeals upheld	No data
GR4 - No. times cited in decisions		0
GR4 - % upheld at appeal	100% of appeals upheld	No data
GR5 - Energy Statements.	100% of applicable applications supported by an Energy Statement	2

- From the table above it is evident that policy GR1 is commonly cited in decision notices and used in the determination of planning applications.
- The number of times that the council have used policy GR1 in appeal decisions which have been upheld has not been recorded.
- From the table above it is evident that policy GR2 is commonly cited in decision notices and used in the determination of planning applications.
- The number of times that the council have used policy GR2 in appeal decisions which have been upheld has not been recorded.
- From the table above it is evident that policy GR3 is not commonly cited in decision notices and used in the determination of planning applications.
- The number of times that the council have used policy GR3 in appeal decisions which have been upheld has not been recorded.
- From the table above it is evident that policy GR4 has never been cited in decision notices.
- The number of times that the council have used policy GR4 in appeal decisions which have been upheld has not been recorded.
- Over the period April to March 2022-2023 the number of Energy Statements submitted to accompany planning applications in accordance with policy GR5 of the Delivery and Allocations Local Plan has not been recorded.

3.4 Economy



Strategic Objective: All

Economy Related DALP Policies: CS (R) 1 Halton’s Spatial Strategy

Policy CS(R)1 sets out the Spatial Strategy for Halton for the plan period up to 2037.

Indicators	Targets	Explanation
Employment Land delivered	180 ha of land available for employment development (2014-37)	Between 01/04/2014 and 31/03/2023 a total of 48.40 hectares of employment land has been delivered in Halton on both allocated and non-allocated sites. ¹³ See Appendix 2 Table 2

¹³ Table 1, AMR Employment 2023

Strategic Objective: SO3, SO4

Economy Related DALP Policies: CS (R) 4 Employment Land Supply and Locational Priorities

Policy CS(R)4 seeks the delivery of employment land over the plan period to support Halton's economy and to offer business and industry a choice of sites so that differing requirements and locations can be met.

Indicators	Targets	Explanation
Amount of completed employment floorspace by type and land type	180 Ha. made available for employment uses (2014-37)	Between 01/04/2014 and 31/03/2023 the split of completions by land type is 19.98 hectares of greenfield land and 28.42 hectares of brownfield land. ¹⁴ For the same period completions of E use is 4.06 hectares, B use 34.20 hectares and SG 10.14 hectares. ¹⁵
Minimise loss of land within existing employment areas for non-employment uses	No loss of land for non-employment uses within allocated employment sites, strategic employment locations, employment renewal areas and primarily employment areas.	Table 3 of Appendix 2 provides a list of planning permissions between 01/04/2014 and 31/03/2023 that have resulted in a loss of employment land. The total loss is 1.50 hectares. Only one permission has been approved since adoption of the DALP in March 2022. The proposal was for change of use from office to a veterinary practice.
Employment land available by type	180 Ha. made available for employment uses (2014-37)	At 31/03/2023 a total of 104.43 hectares of land is available on 44 sites for employment use including. 75.85 hectares on 21 allocated sites within the 'Key Urban

¹⁴ Table 2, AMR Employment 2023

¹⁵ Table 3 AMR Employment 2023

		Regeneration Areas' as defined in the Local Plan. ¹⁶
Losses of employment land in (i) employment / regeneration areas and (ii) local authority area	No loss of land for non-employment uses	8.37 hectares of employment land has been lost between 01/04/2014 and 31/03/2023, predominantly resulting in a gain of residential development. ¹⁷
Economic Activity Rate		Figure 6 demonstrates that with the exclusion of full-time students 57.8% of the working age population were economically active in 2021 and 40.3% were economically inactive
GVA per head		The Gross Value Added (GVA) per head of population for Halton in 2020 was 32.3, which compares to 19.4 for Halton's statistical nearest neighbours. ¹⁸
Claimant count		At January 2023 Halton recorded 19.2% Universal Credit Claimants, which is higher than its statistical nearest neighbour at 17.6%. ¹⁹
VAT registrations		Comparable data is demonstrated at Figure 7 for VAT registered businesses annually between 2017 and 2023. The total has dropped from 3660 in 2017 to 3530 in 2023.
Worklessness in Halton		2021 census data identified 14.1% workless households

¹⁶ Appendix C AMR Employment 2023

¹⁷ Appendix E AMR Employment 2023

¹⁸ [Halton economic profile](#)

¹⁹ [Halton economic profile](#)

		across Halton, which was lower when compared with the Boroughs Statistical nearest neighbours, with 16.4% of workless households. ²⁰
Unemployment Annual Population Survey and Claimant Count Rates		Figure 8 provides comparison data for percentage of the population by area claim counts. Of the three areas selected Halton has the highest rate of claimant counts at 4.4%.
Average Household Income		Figure 9 demonstrates that average household incomes have risen steadily for Halton. The GDHI £ per household was recorded as £14,908 in 2014 rising to £18,216 at the time of the 2021 Census. The 2021 average is however below England averages at £22,213 and Northwest averages at £18,864.

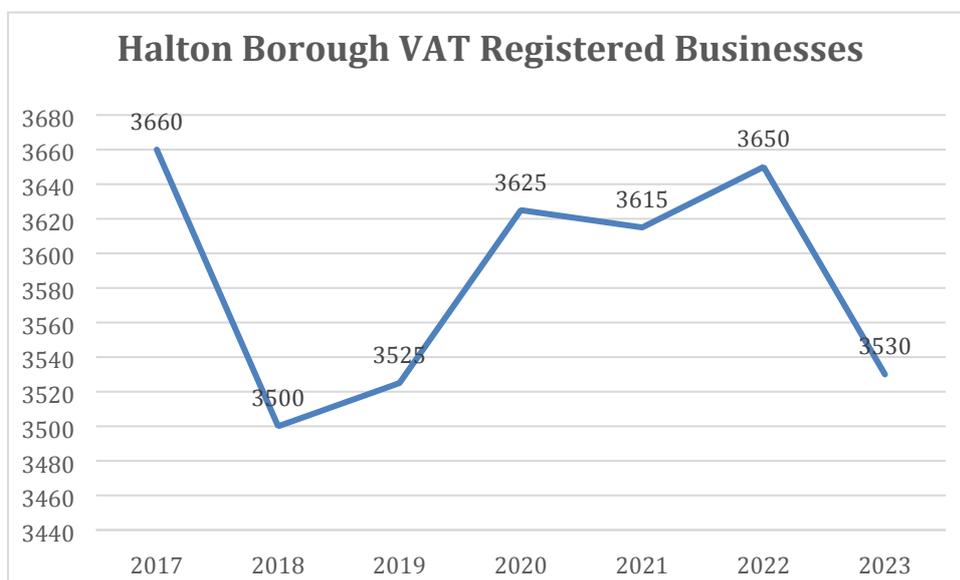
FIGURE 6 ECONOMIC ACTIVITY (NOMIS 2021)

Date	2021	
Measures	Value	Percent
Total: All usual residents aged 16 years and over	103,948	100.0
Economically active (excluding full-time students)	60,121	57.8
In employment	57,286	55.1
Unemployed	2,835	2.7
Economically active and a full-time student	1,926	1.9
In employment	1,420	1.4

²⁰ [Halton economic profile](#)

Unemployed	506	0.5
Economically inactive	41,901	40.3
Retired	22,958	22.1
Student	3,919	3.8
Looking after home or family	4,588	4.4
Long-term sick or disabled	7,043	6.8
Other	3,393	3.3

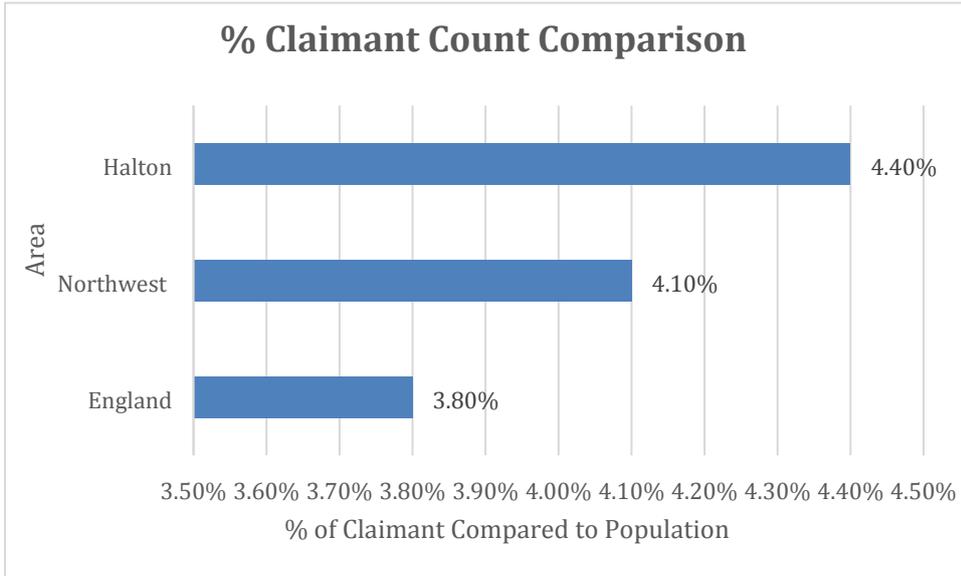
FIGURE 7 VAT REGISTERED BUSINESSES IN HALTON BOROUGH 2017 AND 2023



Data Source: [Inter-Departmental Business Register \(IDBR\) - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

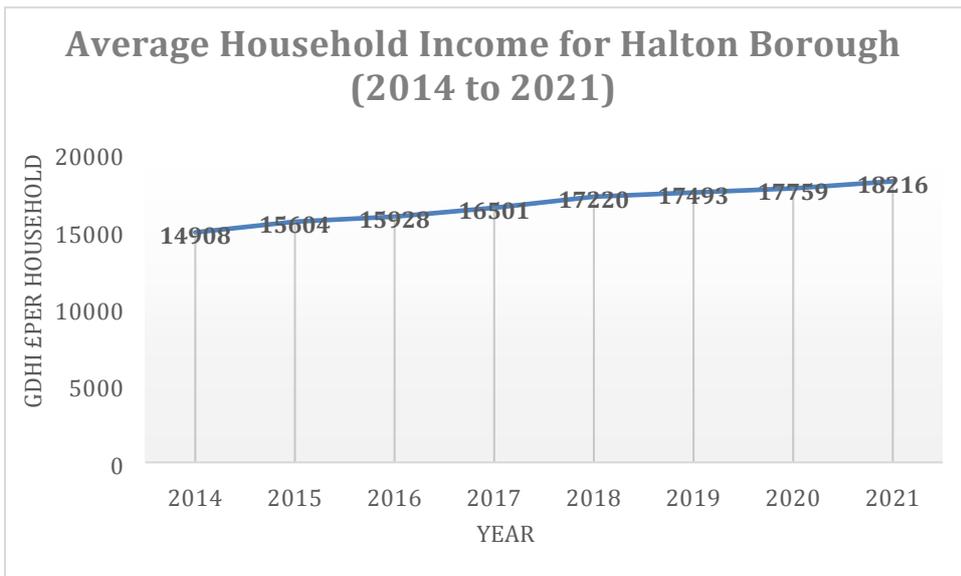
FIGURE 8 % OF CLAIMANTS OF POPULATION COMPARED BY AREA

(Data collection October 2023)



Data Source: [CC01 Regional labour market: Claimant Count by unitary and local authority \(experimental\) - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

FIGURE 9 AVERAGE HOUSEHOLD INCOMES



Data Source: [Regional gross disposable household income, UK - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

Strategic Objective: SO8

Economy Related DALP Policies: CS (R) 18 High Quality Design

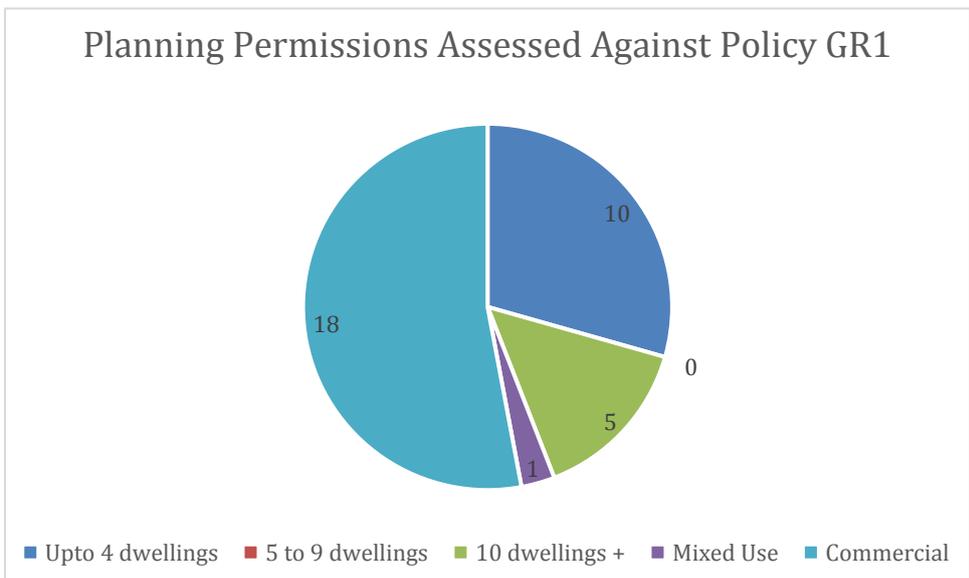
Policy CS(R)18 priorities are achieving and raising the quality of design for all development in Halton.

Indicators	Targets	Explanation
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<p>Homes/commercial areas built to Secured by Design standards</p>	<p>Increase number of developments which have regard to this standard</p>	<p>It has been identified that Case Officers have been assessing relevant planning applications against Policy GR1 criteria, but in some cases not also assessing secured by design standards against Policy CS(R)18 criteria. As a result, this year’s monitoring target data is provided for Policy GR1. For future years data will also be provided for Policy CS(R)18. Figure 10 provides detail of how many permissions policy GR1 has been applied for new dwellings and commercial development.</p>
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FIGURE 10 PLANNING PERMISSIONS FOR NEW DWELLINGS AND COMMERCIAL USES

Assessed Against Policy GR1 ‘Design Standards’ Approved Between 01/04/2022 and 31/03/2023.



Strategic Objective: SO9

Economy Related DALP Policies: CS (R) 19 Sustainable Development

The aim of Policy CS(R)19 is that all new development should be sustainable and be designed to have regard to the predicted effects of climate change including reducing carbon dioxide emissions and adapting to climate change.

Indicators	Targets	Explanation
New commercial development achieving BREEAM standards	Increase commercial development achieving recognised BREEAM standards	Table 4 of Appendix 2 details commercial development with planning permission approved between 01/04/2022 and 31/03/2023 and reference is made in the recommendation to Policy CS (R) 19. Where feasible to do so commercial development is encouraged to meet the appropriate BREEAM standards. Of the 7 planning permissions detailed in Table 4, 3 (43%) have advised that the proposal will be built to BREAM standards. 43% will be used as the benchmark for comparing future relevant permissions.

Strategic Objective: SO3, SO4

Economy Related DALP Policies: ED1 Employment Allocations

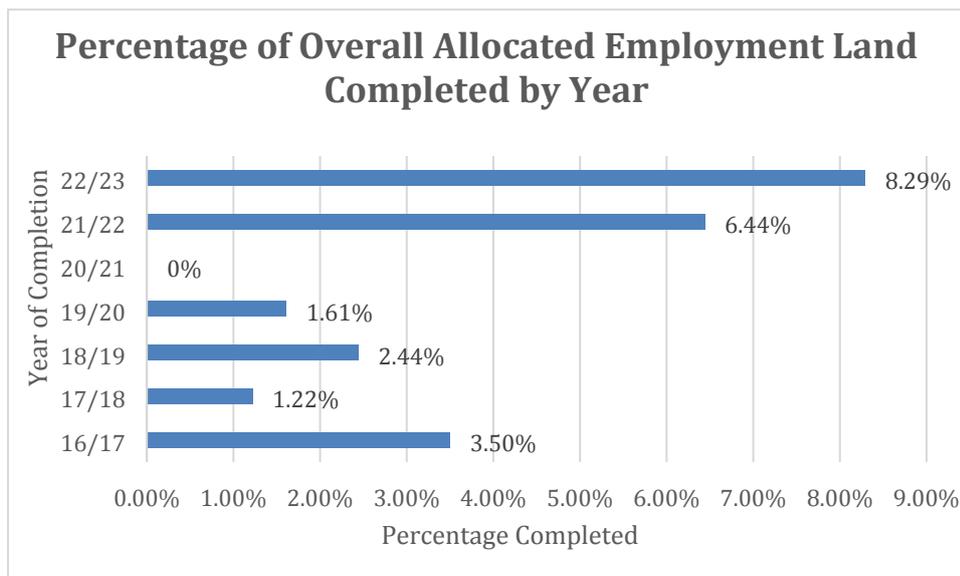
Policy ED1 sets out the sites allocated for employment purposes.

Indicators	Targets	Explanation
Delivery of employment uses on allocated sites	Increase delivery of employment uses	DALP employment allocations are currently spilt into 49 sites, which includes sub-division of sites because of planning permissions for part allocations. Of the 49 areas at 31/03/2023, 28 sites had not started, 15 had completed, 5 were under construction and 1 site was stalled. ²¹
Delivery of employment uses on allocated sites	Completions by use	At 31/03/2023 completions on allocated employment sites have

²¹ Appendix F AMR Employment (2023)

		taken place across the full range of use classes. ²²
Delivery of employment uses on allocated sites	Permissions by use	At 31/03/2023 planning permission on allocated employment sites have been approved across the full range of use classes. ²³
Delivery of employment uses on allocated sites	Reduce the % over the plan period 2014-2037	The total amount of employment land allocated for development during the plan period up to 2037 is 180 hectares. Figure 11 demonstrates the percentage of employment land delivered each year. As of 31/03/2023 a total of 23.50% of allocated land has been delivered.

FIGURE 11 PERCENTAGE OF OVERALL ALLOCATED EMPLOYMENT LAND BY YEAR



Strategic Objective: SO3, SO4, SO6, SO8

Economy Related DALP Policies: ED2 Employment Development

Policy ED2 sets out the criteria that must be met in delivering new employment development.

²² Appendix F AMR Employment (2023)

²³ Appendix F AMR Employment (2023)

Indicators	Targets	Explanation
Loss of land within existing employment areas for non-employment uses	No loss of land for non-employment uses within existing employment areas over the plan period 2014-2037	Table 3 of Appendix 2 provides details of loss of employment land, resulting in a total loss of 1.50 hectares of employment land between 01/04/2022 and 31/03/2023.

Strategic Objective: SO3, SO4, SO6,

Economy Related DALP Policies: ED3 Complementary Services and Facilities within Employment Areas

Policy ED3 sets out the requirements to support the development of complimentary services and facilities within employment areas.

Indicators	Targets	Explanation
Provision of complementary facilities	100% of development / redevelopment for employment use or complementary use	Table 3 of Appendix 2 provides details of planning permissions resulting in a loss of employment use. Some of the permissions have resulted in a gain of complimentary uses including a gym, café and takeaway.

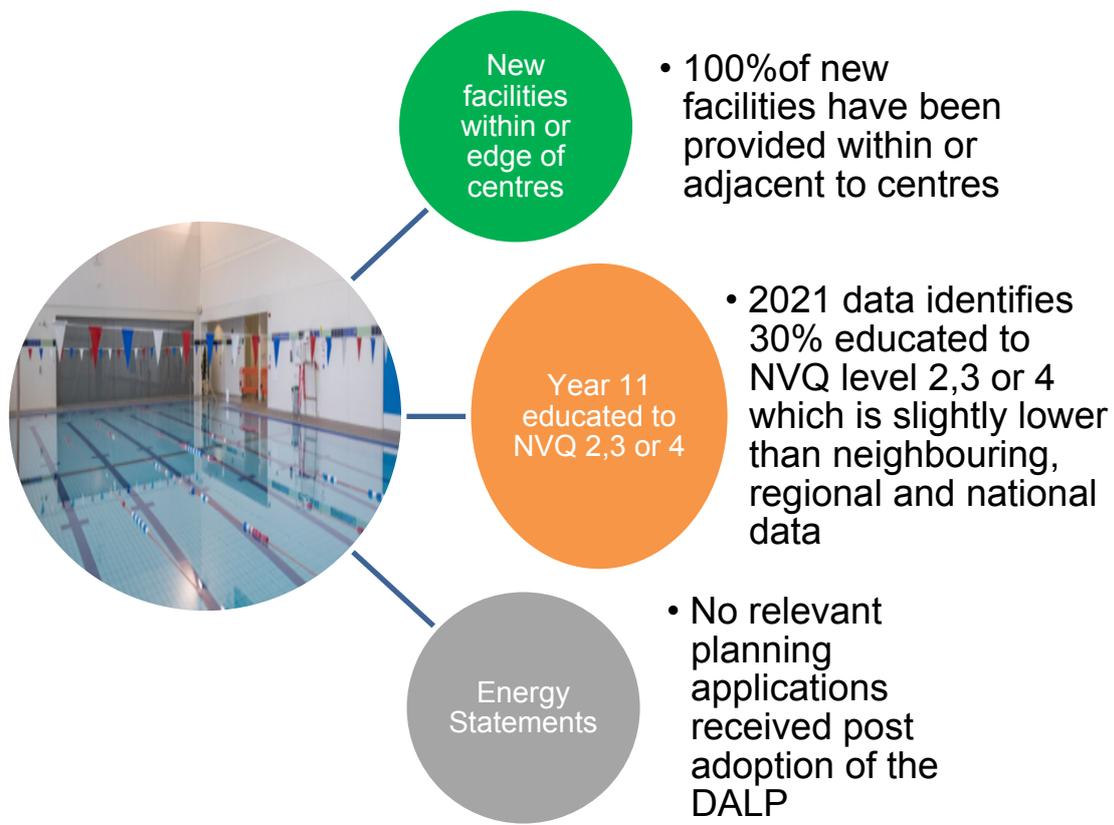
Strategic Objective: All

Economy Related DALP Policies: HC9 Mixed Use Area

Policy HC9 sets out the requirements for development in areas allocated for mixed use.

Indicators	Targets	Explanation
Development consented within MUA	100% of consents for designated uses	Tables 3 and 5 of Appendix 2 demonstrate development on MUA sites for both Runcorn and Widnes. The data includes both loss and gain of a range of mixed uses, all planning permissions were approved prior to adoption of the DALP

3.5 Facilities



Strategic Objective: SO5, SO6, SO11

Facilities Related DALP Policies: HC5 Community Facilities and Services

Policy HC5 sets out the requirements for gain, loss and retention of community facilities and services.

Community facilities and services referenced in Policy HC5 are Education, Health and Social Care Facilities, Sport and Leisure Facilities, Youth Facilities, Community Facilities and Cultural Facilities

Indicators	Targets	Explanation
Community facilities lost to other use	No net loss of viable community facilities	Table 6 of Appendix 2 provides details of approved planning applications for gain and loss of community facilities and service provision granted between 01/04/2014 and 31/03/2023. Prior to adoption of the DALP in March 2022, some planning permissions will result in loss of community

		facilities. Explanation has been provided within the table.
Proportion of new facilities created within or adjacent to existing centres	100% of new facilities created within or on edge of existing centres	Table 6 of Appendix 2 provides details of approved planning applications for gain and loss of use for community facilities and service provision granted between 01/04/2014 and 31/03/202. The table also details the location of the facilities in respect to within or adjacent to existing centres.

Strategic Objective: SO5, SO8

Facilities Related DALP Policies: HC7 Visitor Attractions

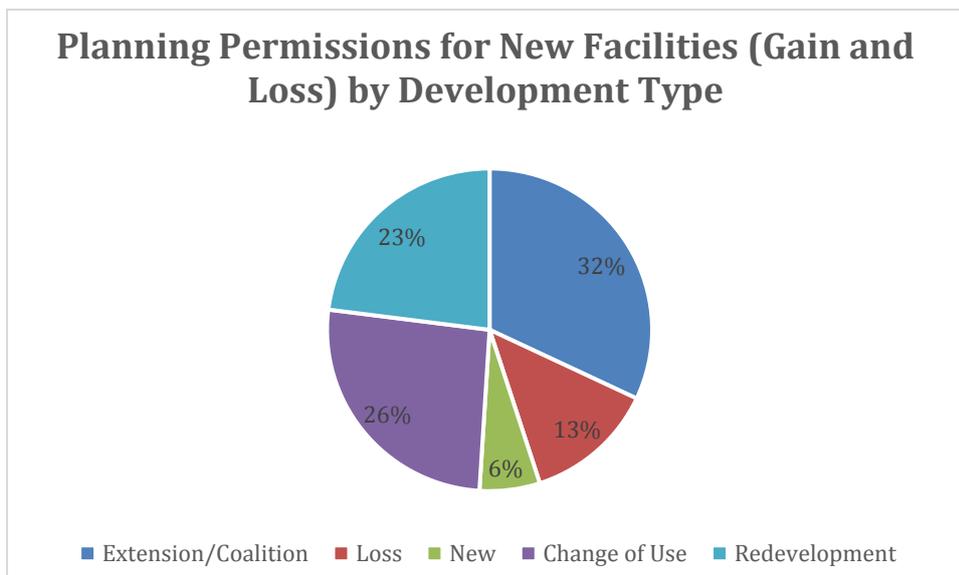
Policy HC7 sets out the requirements for protection, enhancement, and delivery of visitor attractions in the Borough.

Indicators	Targets	Explanation
Tourist facilities lost to other use	No net loss of viable visitor attractions	Halton has several visitor attractions in both Runcorn and Widnes. ²⁴ There has been no loss of visitor attractions during the monitoring period
Proportion of new facilities created within or adjacent to existing centres	100% of new facilities created within or on edge of existing centres or collocated with existing facilities	Table 6 of Appendix 2 provides details of planning permissions for new facilities all of which are within or adjacent to existing centres.
Proportion of new facilities co-located with existing facilities		Table 6 of Appendix 2 provides details of planning permissions for new facilities including those co-located within existing facilities. The Table also demonstrates the proportion of provision and loss of facilities by development type. Between 01/04/2014 and 31/03/2023 32% of permissions have been for coalition and/or

²⁴ Appendix E - Visitor Attractions [DALP Adopted.pdf \(halton.gov.uk\)](#)

		extension of existing provisions. This data will be used as the benchmark for future monitoring and comparison.
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FIGURE 12 PLANNING PERMISSIONS FOR GAIN AND LOSS OF NEW FACILITIES BY DEVELOPMENT TYPE



Strategic Objective: SO6, SO11

Facilities Related DALP Policies: HC10 Education

Policy HC10 details three additional sites allocated for education purposes to meet the needs of the residents of Halton, should that need be identified over the plan period.

Indicators	Targets	Explanation
Retention / development of allocated sites x use	100% of retained / developed for education use	There has been no loss of education provision. There are three sites allocated for education purposes in the DALP. Figure 13 provides detail of progress for each allocation.
Percentage of Year 11 pupils achieving 5 or	No decline	Figure 14 demonstrates average performance of 'Attainment 8' levels by academic year for Halton pupils with compared with local, regional,

more GCSEs grade A-C ²⁵		and national data. (Data was not collated in 2020 or 2021 due to Covid and lock down restrictions.) Halton does not perform well when considered against areas as shown in Figure 14 This data will be closely monitored moving forwards.
Percentage of Year 11 pupils educated to NVQ levels 2,3 or 4 ²⁶	No decline	Figure 15 compares levels of educational attainment for Halton, neighbouring authorities, the Northwest and England. Figure 15 demonstrates that at the time of the 2021 census data approximately 30% of residents (aged 16-64) were qualified at NVQ level 4. This is slightly lower when compared to other areas.

FIGURE 13 PROGRESS OF SITES ALLOCATED FOR EDUCATION PURPOSES

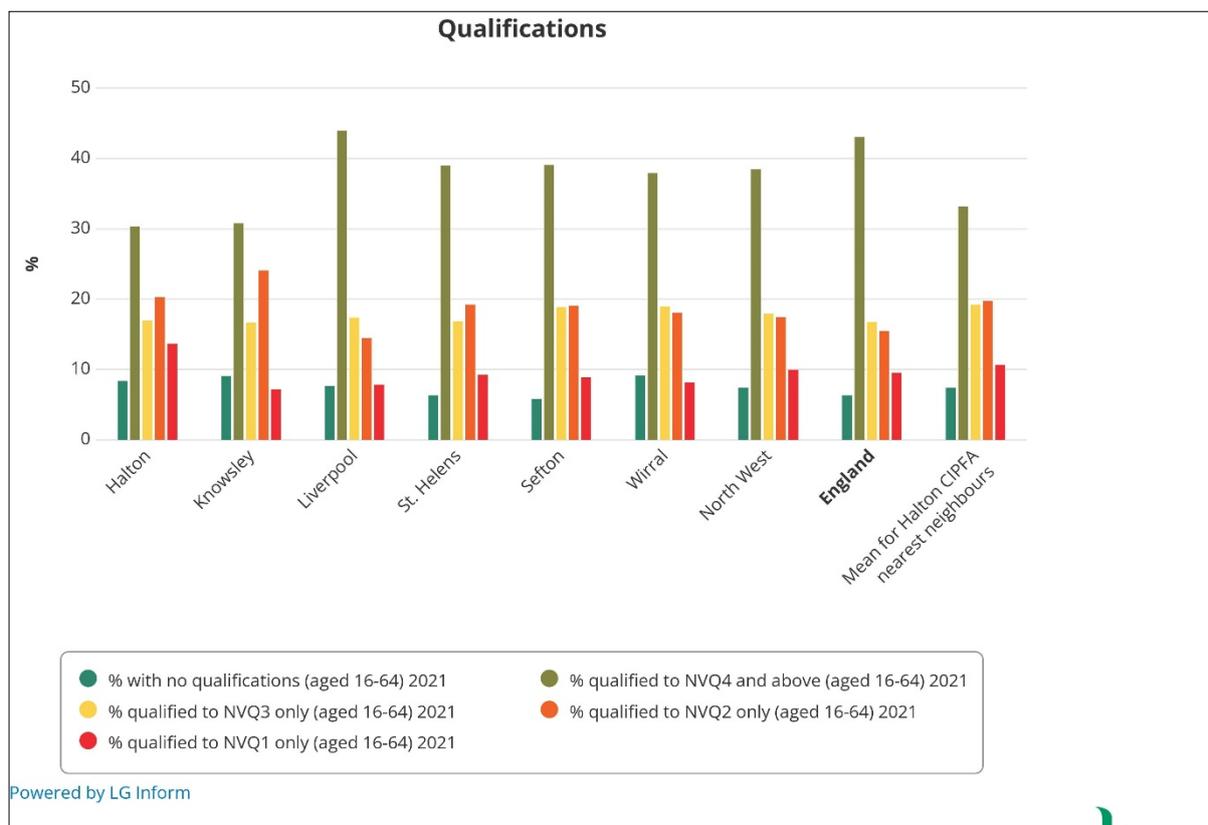
Allocation Reference	Location	Progress
EDU1	Sandymoor Runcorn	Planning permission (19/00020/FUL) has been approved for development of a local district centre comprising Convenience Store (Use Class A1), 5 no. Retail Units (Use Classes A1, A3, D1 with a maximum of 1 unit to be D1), Children's Nursery (Use Class D1), 43 no. Residential Apartments and 5 no. Dwellings (Use Class C2) to provide living facilities for the over 55's together with ancillary

²⁵ The performance indicators are no longer available. As a result, alternative performance data will be monitored. The performance indicator is referred to as 'Attainment 8' which measures the average achievement of pupils in up to 8 qualifications including English (double weighted if the combined English qualification or both language and literature are taken), maths (double weighted) three further qualifications that count in the English Baccalaureate (EBacc) and three further qualifications that can be GCSE qualifications (including EBacc subjects) or any other non-GCSE qualification on the DfE approved list

²⁶ Performance indicator no longer available. Data collected provides details of level of qualification attainment of all adults.

		development. There is a S106 legal agreement in place that includes the identification and reservation of a site within the Sandymoor development that could be transferred to the Council for the provision of a school within the agreement period or up to 2 years after the completion of the last dwelling on Sandymoor.
EDU2	Naylor Road, Widnes	Planning permission 22/00004/FUL was approved on 04/07/2022 for the development of a two-storey special education needs and disability school (SEND) (use class F), as well as hard and soft landscaping, multi-use games area (MUGA) and sports pitches, creation of on-site car parking and creation of new vehicular. Planning conditions are now in the process of being discharged.
EDU3	Halebank Reserve School Site	There is no progress on this allocation at this time as the site is kept in reserve in case of future increase in school age that would result in additional demand

FIGURE 14 LEVEL OF EDUCATIONAL ATTAINMENT



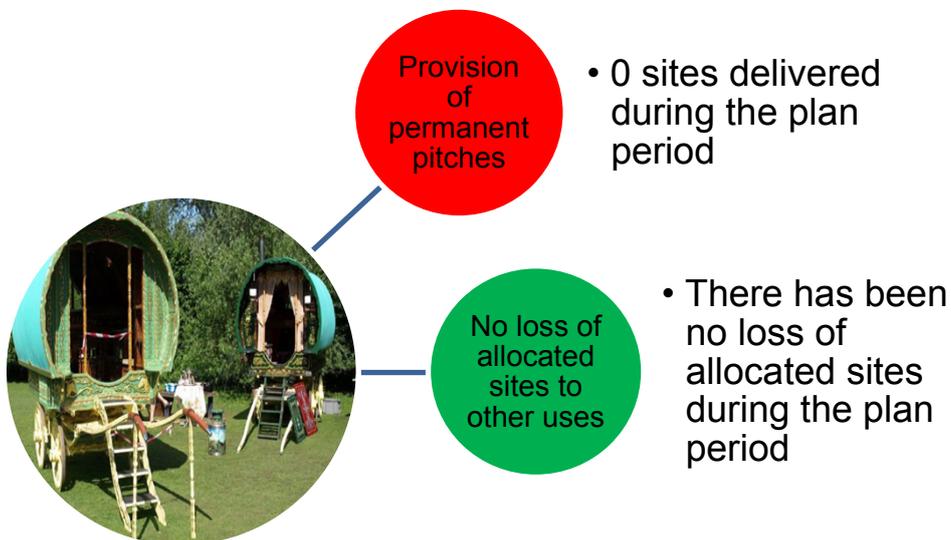
Data Source: [Key stage 4 performance, Academic year 2022/23 – Explore education statistics – GOV.UK \(explore-education-statistics.service.gov.uk\)](https://explore-education-statistics.service.gov.uk)

FIGURE 15 COMPARISON OF EDUCATIONAL ATTAINMENT BY YEAR

	2016	2017	2018	2019	2020	2021	2022	2023	Change from Previous Year
Halton Borough	-0.19	-0.22	-0.26	-0.14			-0.15	-0.30	-0.15
North West	-0.15	-0.14	-0.16	-0.18			-0.16	-0.20	-0.04
Statistical Neighbours	-0.28	-0.27	-0.33	-0.33			-0.42	-0.40	0.03
England				-0.08			-0.06	-0.06	0.00

Data Source: [Key stage 4 performance, Academic year 2022/23 – Explore education statistics – GOV.UK \(explore-education-statistics.service.gov.uk\)](https://explore-education-statistics.service.gov.uk)

3.6 Gypsy, Travellers and Travelling Show People



Strategic Objective - SO2 Provision of permanent and transit pitches to meet identified need.

Delivery of 10 pitches (2017-32) Gypsy and Travelling Show People Related DALP Policies CS(R)14 and RD5

FIGURE 16 PROVISION OF PERMANENT AND TRANSIT PITCHES TO MEET IDENTIFIED NEED

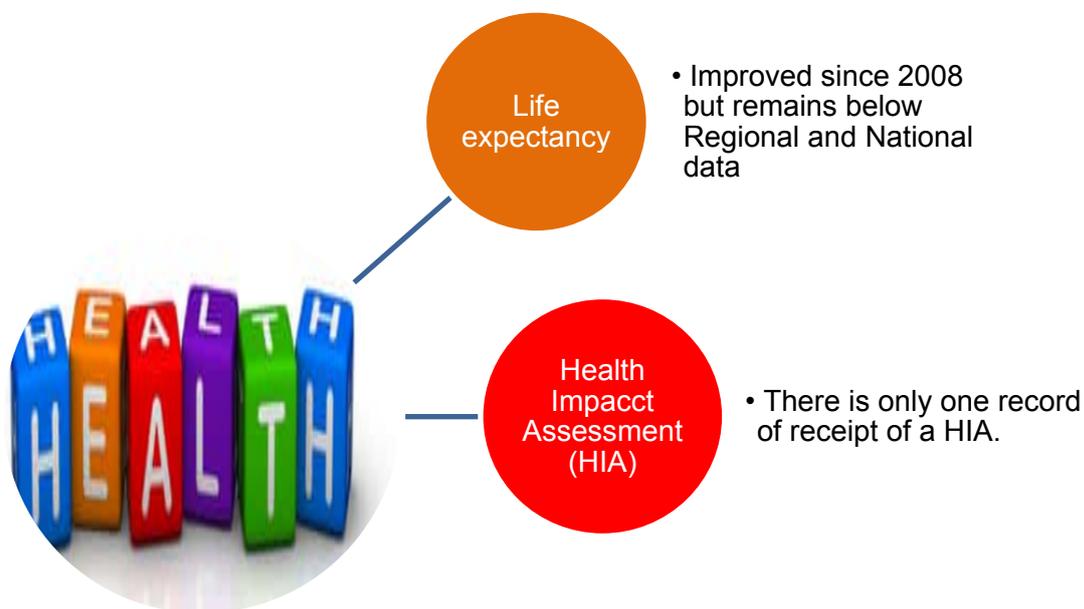
Policy Reference	Address	Planning Application Number	Total Number of Pitches	Total Residential Pitches	Total Transit Pitches	Caravan Count
GT1	Bigfield Lodge(2), Warrington Road (GT Site)	13/00267/HBCFUL	24	12	12	24
GT4	Riverview, Tan House Lane	15913P	23	23	0	23

GT7	Land at 23 Windmill Street	99/00382/FUL	6	6	0	6
GT2, GT5	Warrington Road Transit Site	07/00924/HBCFUL	24	10	12	24
GTX - Not Allocated	Former Ivy House, Marsh Lane (Off Brindley Road)	15/00115/COU	8	0	8	8
GT6	Land to north of Warrington Road (Western Parcel)	22/00157/FUL	9	9	0	0

Figure 16 also shows:

- that whilst there has been an application (22/00157/FUL) on GT6 for 9 pitches, this has not yet started. Therefore, there have been no additional pitches delivered over the plan period.
- **Reduction in % lost to other uses over the plan period 2014-2037 – 0**
- Over the plan period so far 2017 – 2023 there have been no allocated Gypsy and Travelling Show People sites lost to other uses.

3.7 Health and Well-being



Strategic Objectives SO11

Health Related DALP Policies: CS (R) 22 Health and Well-Being

Policy CS(R)22 sets out how healthy environments will be supported, and healthy lifestyles encouraged across the Borough.

Indicators	Targets	Explanation
Improvement in life expectancy at birth	Improvement on baseline (2008-2010) life expectancy at birth: Male – 75.5 years: Female – 79.6 years	Life expectancy data for Halton has improved since the 2008-2010 data was published but remains below regional and national averages for both men and women. Figure 16 demonstrates 2018 -2020 life expectancy at birth data for Halton which is

		compared with regional and national data. ²⁷
Health Impact Assessment (HIA)	100% of large-scale major development applications to undertake HIA over the plan period 2014-2037	Table 7 of Appendix 2 provides a table of major applications determined between 01/04/2022 and 31/03/2023 There is only one record detailing where a Health Impact Assessment has been submitted as part of the application.

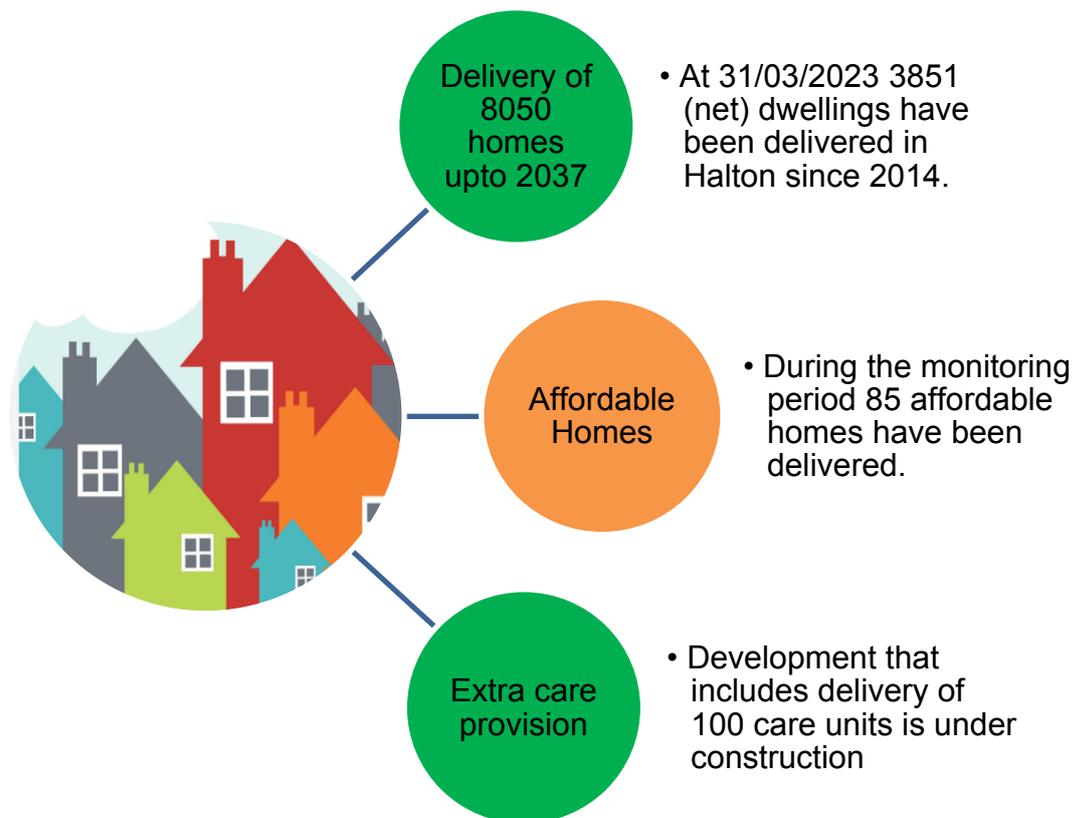
FIGURE 17 LIFE EXPECTANCY AT BIRTH (2018 TO 2020)

Area	Male	Female
Halton	77.4	81.4
Regional	77.9	81.7
National	79.4	83.1

Data Source: [understanding the drivers of HLE.pdf \(halton.gov.uk\)](#)

²⁷ [understanding the drivers of HLE.pdf \(halton.gov.uk\)](#)

3.8 Housing



In addition to publication of the Authority Monitoring Report (AMR), a standalone Authority Housing Monitoring Report (HMR) is produced and published that provides additional detail to that published in the AMR. The HMR can be viewed at: [Background Documents \(halton.gov.uk\)](https://www.halton.gov.uk/background-documents)

Strategic Objective: All

Housing Related DALP Policy CS (R) 1 Halton's Spatial Strategy

Policy CS(R)1 sets out the Spatial Strategy for Halton for the plan period up to 2037.

Indicators	Targets	Explanation
Net number of homes delivered	8,050 homes (2014-37)	3851 (net) dwellings have been delivered in Halton between 01/04/2014 and 31/03/2023. The DALP target is for a minimum of 8050 homes to be delivered over the plan period to 2037, therefore a minimum of an additional 4199 (net)

		homes must be delivered over the remaining plan period.
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Strategic Objective: SO1, SO2

Housing Related DALP Policy CS(R)3 Housing supply and Locational Priorities

Policy CS(R)3 sets out the provision and locations for at least 8050 net additional dwellings to be developed over the plan period.

Indicators	Targets	Explanation
Supply of available housing land	Maintain a 5-year supply of deliverable housing land, (with appropriate buffer as per NPPF)	In December 2023 a revised NPPF (Para 76) ²⁸ was published which means that in some circumstances there is no longer a requirement to publish a 5-year housing land supply. At the time of publication of this AMR Halton falls into this category.
Percentage of new and converted dwellings on previously developed land	At least 30% of dwellings to be built on previously developed land (2014-37)]	Between 01/04/2014-31/03/2023 61% of dwellings have been built on previously developed land, which is more than twice the target of 30%. (See Housing AMR Table 3)
Percentage of new dwellings completed at less than 30 dwellings per hectare (dph) between 30-50dph and above 50dph	[100% of completions to be at or above 30dph // 100% of completions in proximity to Town and Local Centres or Transport Interchanges to be at or above 40dph	During the monitoring period (01/04/2022-31/03/2023) 23% of dwellings were built at less than 30dph, 35% of dwellings were built at 30-50dph and 42% of dwellings were built at greater than 50dph. The

²⁸ [National Planning Policy Framework - 5. Delivering a sufficient supply of homes - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/115222/nppf-2023.pdf)

		targets have therefore not been fully met for this period.
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	Increase	Data is not readily available for this monitoring period but will be reviewed and made available for future years monitoring.

Strategic Objective: SO1, SO2, SO11

Housing Related DALP Policy CS(R)12 Housing Mix and Specialist Housing

Policy CS(R) 12 sets out the type and mix of housing that is required to meet the needs of Halton's existing population, address imbalances in the existing housing stock and ensure that homes provided can adapt to changing demographics, particularly an ageing population.

Indicators	Targets	Explanation
Supply of a mix of new property types contributing to addressing identified need in the most up to date SHMA	Delivery of a range of house sizes (varying number of bedrooms) and types provided on sites of 10 or more dwellings (2014-2037)]	Figures 18 and 19 extracted from the Housing AMR 22/23 set out the range of dwellings by tenure, dwelling type and bedroom size. As demonstrated in these figures a good range of dwellings have been completed during the monitoring period.
To ensure that new homes are adaptable	Increase planning applications approved where dwellings are designed to meet Building Regs M4(2)	Email sent to B/C to request a report
Provision of specialist housing for the elderly	Delivery of 22 extra care units for adults with learning difficulties (2014-2037	Development is under construction to include extra care provision on one site. See Figure 20

Vacant bedspaces within Residential Care Accommodation	Maintain percentage of vacant bedspaces within Residential Care Accommodation at below 20% (2014-2037)]	During the monitoring period Halton is recorded as having 805 bed spaces. ²⁹ Data for vacant bedspaces is not readily available
Self-Build Register registrations	Self-Build Register registrations]	The Council keeps an up-to-date Self Build Register. See: self build (halton.gov.uk)
Self-build permissions	100%+ delivery of approvals against registered demand (3 yearly reporting period	Table 8 of Appendix 2 provides details of planning permissions for self-build dwellings and the status of the development. This data will be used for comparison purposes for future years monitoring.

FIGURE 18 COMPLETIONS BY DEVELOPER TYPE, DWELLING TYPE AND BEDROOM SIZE (2022/23)													
	Houses							Flat, Maisonettes, Apartments					Total
	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	5+ Bed	ALL	1 Bed	2 Bed	3 Bed	4+ Bed	ALL	Total
RSL	0	20	8	0	0	0	28	33	24	0	0	57	85
Private Sector	0	14	99	65	0	0	178	8	97	0	0	205	283
Affordable Units via S106	0	0	0	0	0	0	0	0	0	0	0	0	0
All	0	34	107	65	0	0	206	41	121	0	0	262	368

FIGURE 19 COMPLETIONS BY BEDROOM SIZE (2022/23)							
	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	5+ Bed	ALL
All tenures / All Dwelling Types	41	155	107	65	0	0	368

²⁹ [Adult Social Care Outcomes Framework \(ASCOf\) for your area | LG Inform \(local.gov.uk\)](#)

	11%	42%	29%	18%	0%	0%	100%
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FIGURE 20 EXTRA CARE PROVISION

Planning Reference	Decision Date	Location	Description	Status
19/00325/FUL (Local Plan Reference EDU1)	06/12/2019	Land to the East of Village Street, Sandymoor	Development to include 100 extra care apartments	Under construction

Strategic Objective: SO1, SO2

Housing Related DALP Policy CS(R)13 Affordable Homes

Policy CS(R) 13 sets out the criteria for the delivery of affordable homes as part of new residential development.

Indicators	Targets	Explanation
Provision of affordable housing completions	Delivery of affordable housing units on sites of 10 or more dwellings	85 affordable dwellings were completed in 2022/23, this equates to around 23% of the gross numbers of homes completed in the year.
Provision of affordable housing completions	Through planning agreements on private developments 25% Greenfield sites	All 85 affordable dwellings were provided by a Registered Provider, none were secured through S106 agreements on market housing sites.
Provision of affordable housing completions	By RSLs Strategic Housing Sites	All 85 affordable dwellings were provided by a Registered Provider.
Provision of affordable housing completions	0% Brownfield sites	During the monitoring period 35% of affordable homes were built on brownfield sites.
Provision of affordable housing completions	over the plan period (2014-37)	Figure 21 demonstrates affordable units delivered

		between 01/04/2014-31/03/2023
Affordable Housing	Average House Price	Average house price in Halton has reduced by 1.5% when comparing November 2022 (£191,139) with November 2023 (£188,336). This figure is lower than compared with Northwest and England averages. In all cases house prices were lower in November 2023 than November 2022. See Figure 22.
Affordable Housing	Average Rentals	<p>The average rent in Halton is £589 according to a survey of properties carried out by HMRC's Valuation Office agency between September 2021 and September 2022. Between the years ending September 2021 and September 2022, average rents in Halton grew by £33. Compare average rent by area.</p> <p>Halton's average rent of £589 is £357 lower than the £946 average rent in England. Halton is the 47th most expensive unitary authority (of 59 total) based on average rent price.</p> <p>The average rent growth rate in Halton between the years ending September 2021 and September 2022 was 5.9%. If rents continue to grow at this</p>

		<p>rate, average rents will reach £742 by 2025.</p> <p>The average cost of rent in Halton varies depending on property type, prices start at £364 for a single room and rise to £968 for a house with four or more bedrooms.³⁰</p>
Provision of social and affordable rented units as a percentage of all affordable housing units secured from market housing developments	Delivery of 50% social and affordable rented 10% Starter Homes + 40% other intermediate housing	<p>During the monitoring period 79 affordable units have been delivered and 6 shared ownership units. This does not meet the split set out within policy; however, the planning permission was approved prior to adoption of the DALP.</p>

FIGURE 21 AFFORDABLE HOUSING UNITS DELIVERED BETWEEN 01/04/2014 AND 31/03/2023.

	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	Totals
Total Gross Dwellings	506	484	703	380	601	603	132	159	368	3936
Private Sector	249	338	565	288	538	528	107	137	283	3033
Affordable Units by Housing Associations / RPs	257	146	138	92	63	75	25	22	85	903
Affordable Units Secured via S106	0	0	0	0	0	0	0	0	0	0
Proportion of Affordable Dwellings	51 %	30 %	20 %	24 %	10 %	12 %	19 %	14 %	23 %	23%

FIGURE 22 AVERAGE HOUSE PRICE COMPARISON

Period	Halton	Northwest	England
November 2022	£191,139	£217,738	£311,000

³⁰ [Halton Rental Market | Stats & Graphs \(varbes.com\)](https://www.varbes.com/)

DALP AMR 2022/23

November 2023	£188,336	£213,333	£302,000
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Data Source: [UK House Price Index - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk)

Strategic Objective: SO1, SO2

Housing Related DALP Policy RD1: Residential Development Allocations

Policy RD1 provides a list of sites allocated in the DALP for residential development.

Indicators	Targets	Explanation
Delivery of residential development on allocated sites	100% of development for residential use	There have not been any permissions allowed for an alternate use to residential on sites allocated in the DALP for residential use.
Delivery of residential development on allocated sites	Completions	Two sites allocated in the DALP for residential purposes are now completed, delivering a total of 200 dwellings. See Housing AMR 2022/23 Appendix A.
RD1 - Delivery of residential development on allocated sites	Permissions	Appendix A and B of the Housing AMR 2022/23 provides details of the progress of sites allocated for residential use in the DALP. At 31/03/2023
Delivery of residential development on allocated sites	Reduction in the % lost to other uses	No non -residential uses have been delivered on sites allocated for residential development in the DALP.

Strategic Objective: SO1, SO8

Housing Related DALP Policy RD3: Dwelling Alterations, Extensions, Conversions and Replacement Dwellings

Policy RD3 sets out the criteria that should be considered for residential proposals relating to dwelling alterations, extensions, conversions, and replacement dwellings.

Indicators	Targets	Explanation
Number of appeals upheld and policy reason for this (refer to policy content)	Reduction in the number of appeals upheld over the plan period 2014-2037]	During the monitoring period no residential planning appeals have been upheld were policy RD3 has been quoted.

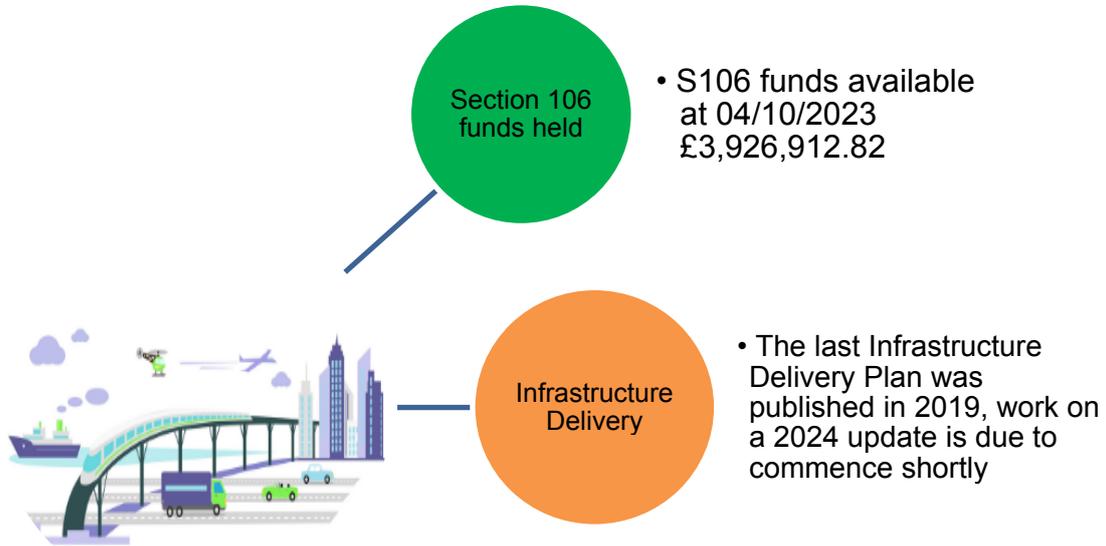
Strategic Objective: SO1, SO8

Housing Related DALP Policy RD5: Primarily Residential Areas.

Policy RD5 sets out the development opportunities for additional infill or redeveloped housing or other non-residential uses that may arise, that can make a valuable contribution to meeting the Borough's development needs.

Indicators	Targets	Explanation
No. times RD5 cited in decisions		Requested a report from AF

3.9 Infrastructure



Strategic Objective: SO6,

Infrastructure Related DALP Policies: CS(R)7 Infrastructure Provision

Policy CS(R)7 sets out the requirements of infrastructure provision associated with new development.

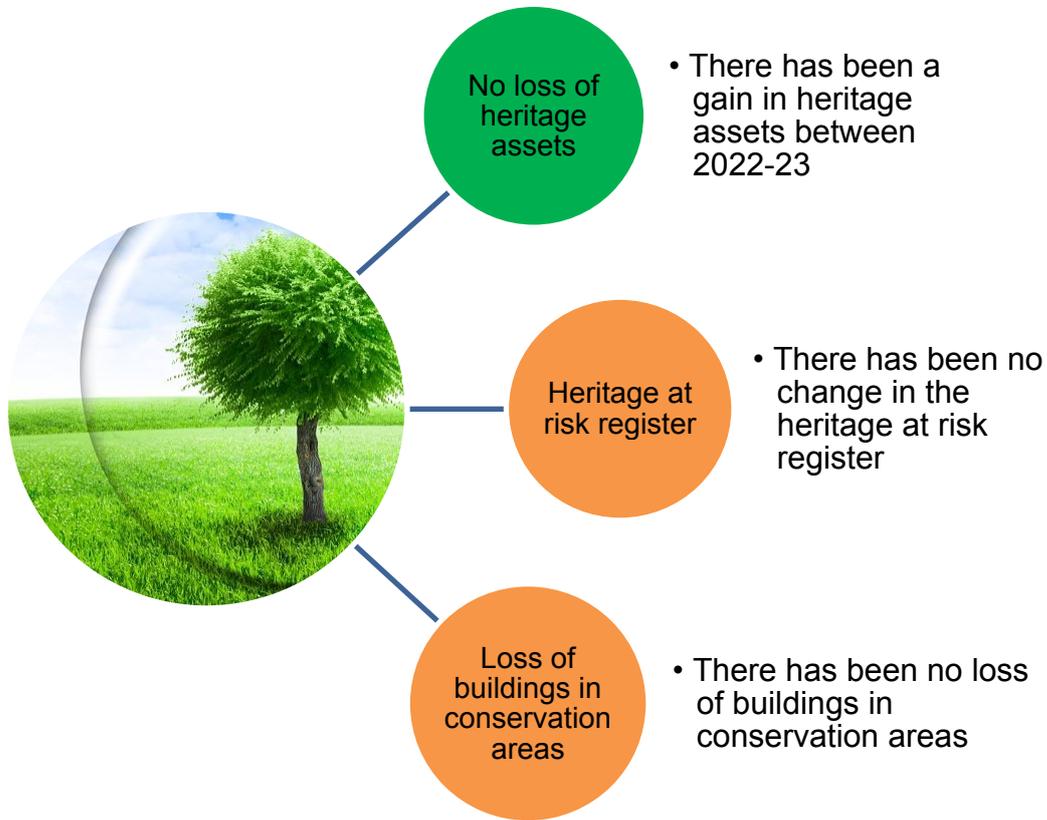
Indicators	Targets	Explanation
Annual amount of planning gain secured	Secure planning-gain on all applicable developments for the plan period (2014-2037)	The latest Infrastructure Funding Statement (2019-2023) ³¹ confirms that at 04/10/2023 (outside of the AMR monitoring period) the Council holds £3,926,912.82 of Section 106 money that was available to fund public open space, highways infrastructure,

³¹ [Autumn 2023 Section 106 Infrastructure Statement.pdf \(halton.gov.uk\)](#)

		and environmental projects within the Borough.
Delivery of projects detailed with associated Infrastructure plan	In line with timescales in Infrastructure Plan	The latest published Infrastructure Plan Update is dated July 2019. ³² The plan sets out pressing infrastructure needs for the Borough over the Delivery and Allocations plan period, particularly those requirements that are generated by development proposed in Delivery and Allocations Local Plan or by subsequent Local Plan documents. A 2024 update is due to commence shortly and will provide a review and update of infrastructure delivered and necessary.

³² [Microsoft Word - Infrastructure Plan v3 formatted \(halton.gov.uk\)](https://www.halton.gov.uk)

3.10 Nature and Historic Environment



SO10: Maintaining Designated Heritage Assets

Heritage Related DALP Polices CSR20 and HE2

FIGURE 23 HERITAGE ASSETS

<p>No loss in Designated Heritage Assets 2022:</p> <p>Number of Listed Buildings – [126*]</p> <ul style="list-style-type: none"> • Grade I – [2] • Grade II* - [17] • Grade II – [107] <p>Number of Scheduled Monuments</p>	<p>No loss in Designated Heritage Assets 2023:</p> <p>Number of Listed Buildings – [132]</p> <ul style="list-style-type: none"> • Grade I – [2] • Grade II* - [17] • Grade II – [113] <p>Number of Scheduled Monuments</p>
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<ul style="list-style-type: none"> • 7 <p><i>*The numbers of Historic assets reported in the DALP in the justification for policy CSR20 and in the Monitoring indicator framework were incorrect at time of publication the figures noted above were from the monitoring framework in Appendix F of the DALP.</i></p>	<ul style="list-style-type: none"> • 7 <p><i>*There is a difference with the Historic England register and HBC register as HBC take into consideration Grade II assets at the following locations which overlap into adjoining boundaries in Warrington/CWAC:</i></p> <ul style="list-style-type: none"> • <i>Moor Lane Bridge(Over Manchester Ship Canal)</i> • <i>Viaduct Over Weaver Navigation Number 54</i>
<p>There are two additional Grade II Listed buildings since adoption of the DALP:</p> <ul style="list-style-type: none"> • Former Widnes Corporation Bus Depot • Borrow’s Bridge and Associated Hand-cranked Crane, Bridgewater Canal, Norton 	

- In this monitoring period there have been two additional Grade II Listed buildings in Halton.

FIGURE 24 HERITAGE AT RISK REGISTER

Heritage at risk register 2022	Heritage at risk register 2023
5 listed buildings and 1 Scheduled Monument on Historic England’s Heritage at Risk Register	5 listed buildings and 1 Scheduled Monument on Historic England’s Heritage at Risk Register

- In this monitoring period, there have been no changes to the Heritage at Risk Register in Halton.

FIGURE 25 CONSERVATION AREAS

Numbers of Conservation Areas 2022	Numbers of Conservation Areas 2023
10	10

- In this monitoring period, there have been no changes to the existing Conservation Areas in Halton and there have also been no new Conservation Area designations.

FIGURE 26 LOSS OF BUILDINGS IN CONSERVATION AREAS

Year	Number of lost dwellings in Conservation Areas

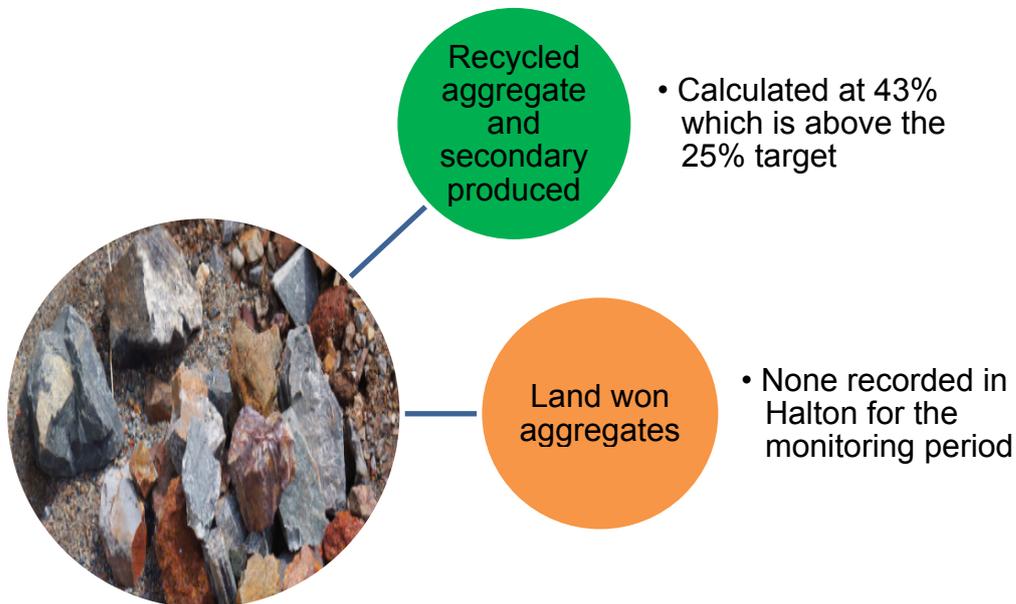
DALP AMR 2022/23

2014 – 2015	0
2015 - 2016	0
2016 – 2017	0
2017- 2018	0
2018 – 2019	0
2019 – 2020	0
2020 – 2021	0
2022 – 2023	0

**This does not account for changes of use*

- In this monitoring period, there have been no changes in the number of buildings in Conservation Areas in Halton.

3.11 Minerals



Minerals

Minerals such as crushed rock aggregates, sand, gravel and clay are the essential raw materials that underpin development of the built environment. Halton Borough Council as a Minerals Planning Authority has the responsibility to plan for a steady and adequate supply of aggregate minerals to ensure primary resources are maintained for future generations, minimise potential environmental impacts of such developments and to support economic growth. Annual monitoring of the DALP Mineral indicators and targets will identify progress in this area throughout the plan period.

Minerals data is collated by Merseyside Environmental Advisory Service (MEAS) on behalf of the six districts that make up the Liverpool City Region: Liverpool City Council, Knowsley MBC, Sefton MBC, St Helens MBC and Wirral MBC. More information is available here: [Home \(meas.org.uk\)](https://meas.org.uk) The latest MEAS Minerals data can be found here:

* and is for the period *

Strategic Objective: SO13

Minerals Related DALP Policies: CS (R) 25 Minerals

Policy CS(R)25 sets out how the Borough will plan for a steady and adequate supply of aggregate minerals to ensure primary resources are maintained for future generations, minimize potential environmental impacts of such developments and secure growth.

Indicators	Targets	Explanation
Total land won aggregates to contribute to Northwest regional requirement	Contribution to Merseyside/Greater Manchester/ Warrington/Halton apportionment of 4.1million tonnes of sand and gravel and 26 million tonnes of crushed rock over the plan period 2014-2037]	There are no recorded land won aggregates recorded for Halton, there is one quarry within Merseyside, however no site returns have been provided to MEAS.
Total land won aggregates to contribute to Northwest regional requirement	20% of aggregates used in construction to be from secondary or recycled sources, rising to 25% by 2021	The total aggregate sales for 2022 in the Northwest (including sand and gravel and crushed rock) was 8.48Mtonnes. The total recycled and secondary aggregate produced was 6.49Mtonnes. Assuming this was all used in construction, then the recycled/secondary aggregate equates to 43% of total aggregate used.
Designation of sites as minerals safeguarding areas or Minerals Areas of Search	Safeguarding of sites where there may be minerals resources, as identified through evidence base over the plan period 2014-2037	Policy HE10 sets out the Minerals Safeguarding Areas located in Halton. Safeguarding of sites also occurs across the Liverpool City Region.
Onshore oil and gas permissions	100% within least sensitive locations	No permissions recorded during the monitoring period.

Strategic Objectives: SO12, SO13

Minerals Related DALP Policies: HE10 Minerals Safeguarding Areas

Policy HE10 identifies the Boroughs mineral safeguarding areas.

Indicators	Targets	Explanation
Mineral Safeguarding Areas and Mineral area of search	Maintain 0% of MSAs and MAS from sterilisation by other forms of development over the plan period 2014-2037.	MEAS are not consulted on all planning applications, but are not aware that any proposals have resulted in sterilisation of Mineral Safeguarding Areas and/ or Mineral Areas of Search

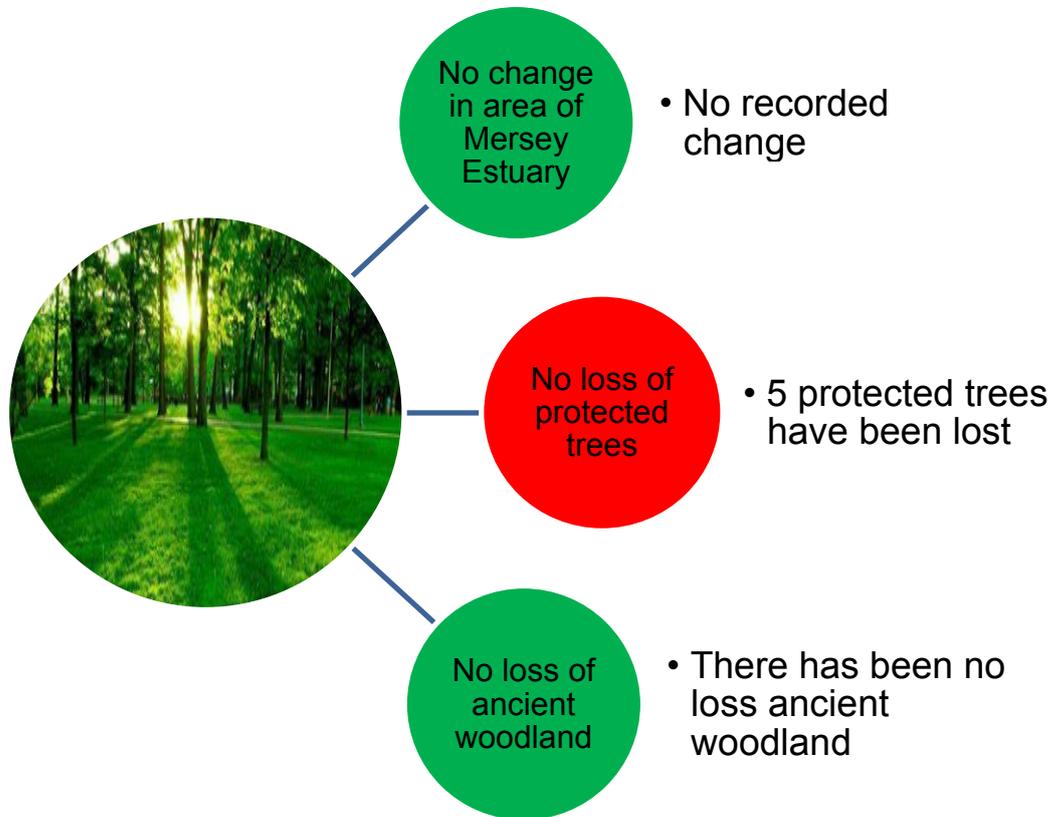
Strategic Objective: SO13

Minerals Related DALP Policies: HE11 Minerals

Policy HE11 seeks to ensure that proposals do not have unacceptable harm on interests of acknowledged importance as defined by DALP policies.

Indicators	Targets	Explanation
Maintain 0% of MSAs and MAS from sterilisation by other forms of development over the plan period 2014-2037	0% of MSA sterilised by consents	MEAS are not consulted on all planning applications, but are not aware that any proposals have resulted in sterilisation of Mineral Safeguarding Areas and/ or Mineral Areas of Search
Mineral Extraction	0% of MAS sterilised by consents	MEAS are not consulted on all planning applications, but are not aware that any proposals have resulted in sterilisation of Mineral Safeguarding Areas and/ or Mineral Areas of Search
Mineral Extraction	100% providing a restoration plan	No records that any mineral extraction has taken place during the monitoring period.

3.12 Natural Environment and Nature Conservation



Strategic Objectives All

Nature Related DALP Policies: CS (R) 1 Halton Spatial Strategy

Policy CS(R)1 sets out the Spatial Strategy for Halton for the plan period up to 2037.

Indicators	Targets	Explanation
Residential development and certain major tourism development within 5km of protected accessible coast	100% of planning applications for residential development of 10 or more (net) and certain major tourism development within 5km of protected accessible coasts make financial contribution in relation to recreation disturbance	No applicable planning permissions during the monitoring period (01/0/2022 and 31/03/2023)

	towards avoidance and mitigation schemes	
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Strategic Objectives SO10

Nature Related DALP Policies: CS (R) 20 Natural and Historic Environment

Policy Cs(R)20 sets out how Halton's natural and heritage assets and landscape character will contribute to the Borough's sense of place and local distinctiveness.

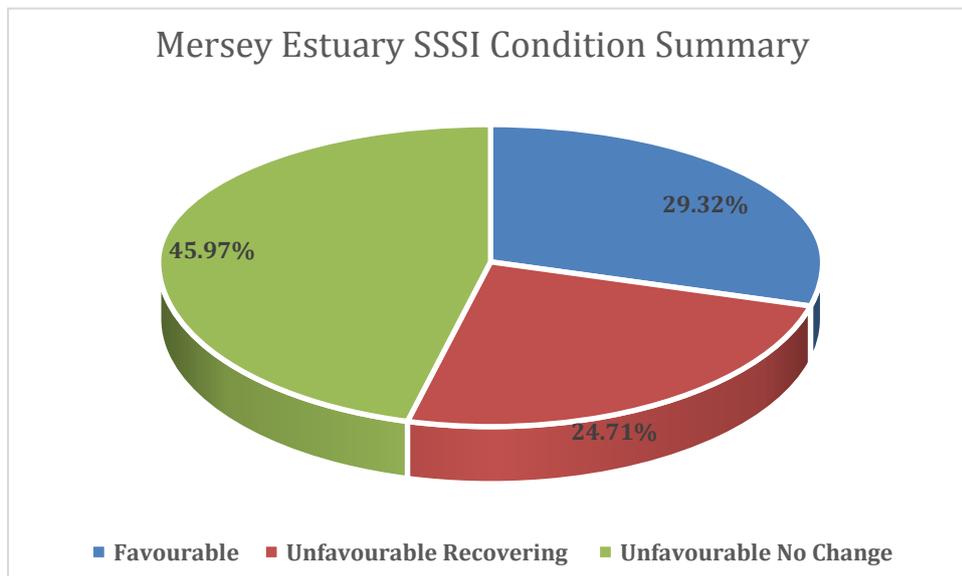
Since April 1st, 2023, Natural England produce a single condition for each feature of interest within a SSSI, using data gathered from across the feature's extent. As such if the site consists of more than one unit or feature there is not a direct comparison between 2012 base line data and that provided in this year's DALP AMR. Therefore 2023 condition data will be used for comparison purposes in future monitoring reports.

Indicators	Targets	Explanation
Condition of SSSIs over the plan period	No decline in condition of: Mersey Estuary -99.18% ('favourable 'or 'unfavourable but recovering' at May 2012)	% area meeting 'favourable or unfavourable recovering': 54.03% (See Figure 27)
Condition of SSSIs over the plan period	No decline in condition of: Red Brow Cutting – (100% 'favourable' at May 2012	The SSSI covers an area of 0.17ha, has one unit and remains 100% favourable. ³³
Condition of SSSIs over the plan period	No decline in condition of: Flood Brook Clough – (100% 'favourable' at May 2012)	The SSSI covers an area of 5.25ha, has one unit and remains 100% favourable. ²
Change in priority habitats and change in species (by type)	Expansion of Reedbed habitat, Preservation of Saltmarsh habitats, increase in BAP species over the plan period	Table 9 of Appendix 2 provides details of a planning permission approved in habitat priority areas for the avoidance, minimisation, mitigation or compensation of priority habitats.

³³ [SSSI detail \(naturalengland.org.uk\)](https://naturalengland.org.uk)

		JNCC is the public body that advises the UK Government and devolved administrations on UK-wide and international nature conservation. For the monitoring period it has not been possible to identify data sheets specific to Halton ³⁴
Change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub regional or local significance	No change in area of Mersey Estuary SPA/ Ramsar, or three SSSIs in Halton. No net loss of Local Wildlife Sites. No net loss of functionally linked supporting habitat to the SPA over the plan period 2014-2037	There are no recorded changes in the areas of Mersey Estuary SPA/ Ramsar of the three SSSIs in Halton. One planning permission has been approved on a local wildlife site that required mitigation. See Figure 28.

FIGURE 27 MERSEY ESTUARY SSSI CONDITION SUMMARY (2023)



³⁴ [Our role | JNCC - Adviser to Government on Nature Conservation](#)

FIGURE 28 PLANNING PERMISSIONS LOCATED IN SSSI,SPA/RAMSAR AND LOCAL WILDLIFE SITES

Planning Reference	Location	Site Designation	Proposal	Measures
21/00565/FUL	Land SE of Junction between Weaver Road and Cholmondely Road, Runcorn	Local Wildlife	Installation of 100MW battery storage facility	Conditions 7 and 8 (Breeding birds' mitigation and protection measures, Biodiversity Management Plan) ³⁵

Strategic Objectives SO10

Nature Related DALP Policies: HE1 Natural Environment and Nature Conservation

Policy HE1 sets out how development proposals affecting the natural environment and/or nature will be considered.

Since April 1st, 2023, Natural England produce a single condition for each feature of interest within a SSSI, using data gathered from across the feature's extent. As such if the site consists of more than one unit or feature there is not a direct comparison between 2012 base line data and that provided in this year's DALP AMR. Therefore 2023 condition data will be used for comparison purposes in future monitoring reports.

Indicators	Targets	Explanation
Condition of SSSIs over the plan period 2014-2037	No decline in the condition of SSSIs: Mersey Estuary -99.18% 'favourable' or 'unfavourable but recovering' May 2012, Red Brow Cutting - 100% 'favourable' (May 2012), Flood Brook Clough - 100% 'favourable' at (May 2012)	% area meeting 'favourable or unfavourable recovering': 54.03% The SSSI covers an area of 0.17ha, has one unit and remains 100% favourable. ¹ The SSSI covers an area of 5.25ha, has one unit and remains 100% favourable. ²

³⁵ [DN_2100565FUL.pdf \(halton.gov.uk\)](#)

Proportion of land allocations on best and most versatile agricultural land (grades 1 and 2)	No loss of best and most versatile agricultural land (grades 1 and 2)	During the monitoring period there has been no loss of grades 1 or 2 agricultural land resulting from planning permission.
Change in priority habitats and change in species (by type)	No decline	Table 9 of Appendix 2 provides details of planning permissions approved in habitat priority areas and the mitigation measures conditioned to the applications for the avoidance, minimisation, mitigation or compensation of priority habitats.

Strategic Objectives SO3, SO4, SO6, SO10

Nature Related DALP Policies: HE3 Waterways and Waterfronts

Policy HE3 sets out the matters that should be considered for development proposals affecting the Boroughs waterways and/or waterfronts.

Indicators	Targets	Explanation
Proposals within Coastal Change Management Area	100% require Coastal location or necessary for public safety, nature conservation or human health over the plan period 2014-2037	Table 10 of Appendix 2 details planning approvals (01/04/2022 and 31/03/2023) located within coastal change management areas. Other than one (22/00460/FUL) the proposals relate to discharge o to f conditions for approval of works to the existing highway network, specifically the Central Expressway, Lodge Lane Junction, Weston link junction and the M56 Junction 12. Proposals meet the requirements of Policy HE3.

Strategic Objectives SO8, SO10

Nature Related DALP Policies: HE5 Trees and Landscaping

Policy HE5 sets out the matters that should be considered for development proposals affecting the Boroughs trees, woodlands and landscaping.

Indicators	Targets	Explanation
Protected trees (TPO)	No loss of protected trees (TPO)	During the monitoring period planning permission was approved for the removal of 5 trees protected by a TPO. Table 11 of Appendix 2 provides the reasoning for approval of the felling.
Ancient woodlands (Ha.)	No loss of ancient woodland	During the monitoring period 0 applications have been received or approved that would result in the loss of ancient woodland.
Trees within Conservation Areas / Nature Conservation assets	No loss of trees within Conservation Areas / Nature Conservation assets	During the monitoring period no requirement for a TPO was concluded for the felling of 12 trees within conservation area. As a result, the target was not met in the monitoring period. See Table 12 of Appendix 2.

3.13 Open Space

Outstanding query re one obligation past spend by date and % data re S106 received.



Strategic Objective: SO1, SO6, SO8, SO11

Open Space Related DALP Policies: RD4 Greenspace Provision for Residential Development

Policy RD4 requires that: *'All residential development of 10 or more dwellings that create or exacerbate a projected shortfall of greenspace or are not served by existing accessible greenspace will be expected to make appropriate provision for the needs arising from the development.'*

The Council publish a standalone S106 Infrastructure Funding Statement that provides a summary of receipt and spend of planning obligations, infrastructure delivered and links to individual S106 agreements.³⁶

³⁶ [s106 registers - All Documents \(halton.gov.uk\)](https://www.halton.gov.uk/s106-registers-all-documents)

Indicators	Targets	Explanation
On-site open space provided as % of requirement	Provision of 100% of required open space	Table 13 of Appendix 2 provides details of funds received in lieu of provision of on-site open space
Off-site open space provided as % of requirement		Table 14 of Appendix 2 provides details of funds received for provision off-site open space

Strategic Objective: SO3, SO4, SO6, SO10

Open Space Related DALP Policies: HE3 Waterways and Waterfronts

Policy HE3 sets out the matters that should be considered for development proposals affecting the Boroughs waterways and/or waterfronts.

Indicators	Targets	Explanation
Public access to waterfront	No reduction in public access to waterfronts	There have been no recorded losses of public access to the waterfront during the monitoring period.
Protection / delivery of Runcorn Locks	No consents prejudicial to delivery of Runcorn Locks scheme	No consents have been approved that would be prejudicial to the delivery of the Runcorn Locks Scheme. ³⁷ Planning permission (21/00717/HBCFUL) ³⁸ was approved in 2021 for the Proposed demolition of footbridge at Hankey Street connecting to Runcorn train station and provision of new foot/cycle link from Waterloo Bridge to Percival Lane. Conditions relating to this permission have since been discharged.

³⁷ [Runcorn Locks Restoration Society \(haltonheritage.co.uk\)](http://haltonheritage.co.uk)

³⁸ [Planning Applications \(halton.gov.uk\)](http://halton.gov.uk)

Strategic Objective: SO6, SO10

Open Space Related DALP Policies: HE4 Green Infrastructure and Greenspace

Policy HE4 sets out the requirements for the incorporation of high-quality green infrastructure on new development.

Indicators	Targets	Explanation
Extent of Green Infrastructure network	Delivery of: <ul style="list-style-type: none"> Additions to the extent and quality of the green infrastructure network against 2014 	Since 2014 there has been a reduction in the extent of green infrastructure largely due to the build of the new bridge at Mersey Gateway. Tables 13 and 14 of Appendix 2 provide details of onsite and off-site Section 106 planning obligations that have been secured in relation to planning permissions for relevant new housing developments of 10 or more dwellings.
Extent of Green Infrastructure network	<ul style="list-style-type: none"> Reduction of the loss of Green Infrastructure assets over the plan period 2014-2037. 	985 hectares of green infrastructure was recorded for Halton in 2023. This figure will be used as the benchmark moving forward to assess amount of green infrastructure across Halton. The Development Management Team will continue to negotiate new green infrastructure provision for relevant housing development delivered over the plan period.

Strategic Objective: SO11

Open Space Related DALP Policies: HE6 Outdoor and Indoor Sport Provision

Policy HE6 sets out the requirements for the provision of outdoor and indoor sport provision.

Indicators	Targets	Explanation
Sports / playing pitch provision	No net loss of sports / playing pitch provision	Table 15 of Appendix 2 provides detail of 3 planning permissions approved between 01/04/2014 and 31/03/2023 for indoor or outdoor

		sports provision. None of which would result in a net loss of provision.
Provision against assessed demand (x sport)	No deficits in provision against assessed demand (x sport)	Planning permissions have been approved for the refurbishment and/or replacement of existing provision. There have been no approvals of planning permission that would result in a deficit of existing provision. Of major benefit for Halton is planning permission 20/00206/HBCFUL. Once complete a new leisure centre will be delivered at Moor Lane, replacing the existing facility at Kingsway. ³⁹

Strategic Objective: SO11

Open Space Related DALP Policies: CS (R) 21 Outdoor and Indoor Sport Provision

Policy CS(R)21 sets out the requirements for the provision of outdoor and indoor sport provision.

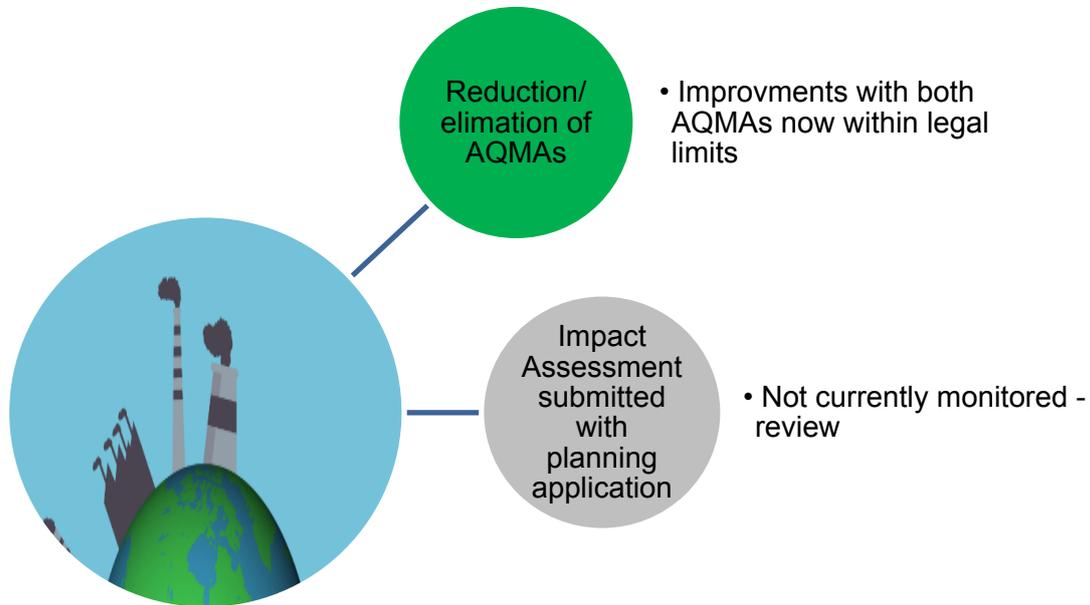
Indicators	Targets	Explanation
Extent of Green Infrastructure network	Additions to the extent and quality of the Green Infrastructure network (2009 baseline of 1,484.064 ha) Avoidance of the loss of Green Infrastructure over the plan period 2014-2037.	<p>In 2014 the total area of green infrastructure network across Halton was recorded as 1010.86 ha. This has reduced to 985 ha in 2023. The bulk of this loss was due to the Mersey Gateway new bridge build. Other reasons for losses of open space are summarised below:</p> <ul style="list-style-type: none"> • Land originally mapped in error. • Development of land for alternate use • Land disposal • Land under lease to third parties

³⁹ [Designs revealed for Halton's new leisure hub | HBC newsroom](#)

CS(R)21 - Developments meeting open space requirements on site.	100% of required open space development provided on site or full contribution made for off-site provision for over the plan period 2014-2037	See Tables 13 and 14 of Appendix 2
Number of green infrastructure assets awarded the Green Flag standard	Maintain and increase the number of green infrastructure assets meeting Green Flag award standards (Baseline of 12 Green Flag awards in 2010)	At 31/03/2023 there were 3 remaining parks with Green Flag Status: Victoria Park, Hale Park and Runcorn Hill. This figure is much lower than a total of 12 recorded in 2010. To provide more accurate and up to date annual comparison data the total of 3 will be used as the baseline moving forwards. ⁴⁰

⁴⁰ [Parks, Allotments and Bowling Greens: Find Out More \(halton.gov.uk\)](https://www.halton.gov.uk/parks-allotments-and-bowling-greens)

3.14 Pollution and Noise



Strategic Objective: SO12

Pollution and Noise Related DALP Policies: HE7: Pollution and Noise

HE7 - Pollution and Nuisance

The Policy looks to ensure that development considers the potential environmental impacts on people, buildings, land, air and water arising from the development itself and any former use of the site, including, in particular, adverse effects arising from pollution and nuisance.

Reduction / Elimination of AQMAs

- Halton Widnes No 1 (Deacon Road from the junction at Sayce Street, Albert Road from the Bradley public house to 150 Albert Road, Robert Street, Peelhouse Lane from the junction with Albert Road to the junction with Belvoir Road) Date Declared - 01/03/2011 Pollutant - Nitrogen dioxide NO₂.

- Halton AQMA No 2 (Milton Road (starting at the junction with Kingsway heading east), Gerrard Street (incorporating the roundabout by Lugsdale Road)) Date Declared - 01/03/2011 Pollutant - Nitrogen dioxide NO₂.

In 2011 Halton Council declared two air quality management areas in Widnes Town Centre. These included parts of Milton Road and Simms Cross and the bottom of Peel House Lane and Albert Road.

The Air Quality Management Areas were declared because routine monitoring had detected levels of nitrogen dioxide (NO₂) in excess of the legal limit of 40µg/m³

The excessive levels of nitrogen dioxide were considered to be due to vehicle emissions caused by congestion in parts of Widnes Town Centre.

Short-term exposure to concentrations of NO₂ can cause inflammation of the airways and increase susceptibility to respiratory infections and to allergens. NO₂ can exacerbate the symptoms of those already suffering from lung or heart conditions.

The Government have implemented legal limits for a number of pollutants that can have potential health effects. When these legal limits are exceeded, there is a duty on the council to declare an Air Quality Management Area and implement an action plan to reduce emissions to within legal limits. Progress on the action plan must be reported to the Government in an annual report.

Therefore in 2011 Halton declared two air quality management areas and implemented an action plan.

Action taken to reduce emissions.

The actions taken at the time and in subsequent years included highway alterations in the affected areas, reducing emissions from public transport and promotion of cycling and alternative forms of transport. Improvements in vehicle emission technology including the increase in electrical vehicle use have also contributed to the improvements in air quality. However, the most significant impact on reduced congestion in Widnes Town Centre has been the opening of The Mersey Gateway Bridge in 2017 and the reopening of the Silver Jubilee Bridge in 2021.

In recent years there has been consistent improvements in air quality within the air quality management areas. Levels are now well within legal limits.

Evidence that emissions have improved:

Figure 29 below shows the levels of nitrogen dioxide at the time the air quality management areas were declared and the latest year of monitoring data.

FIGURE 29 AIR QUALITY MANAGEMENT AREAS NO₂ LEVELS AT TIME OF DECLARATION

AQMA Name	Date of Declaration	Pollutants and Air	Site Description	Level of NO ₂ : Declaration	NO ₂ : Current Year

		Quality Objectives			
Marzahn Way (Widnes No 1)	01/03/2011	NO2 Annual Mean	Roadside Residential Properties	49	27
Milton Road (Widnes No2)	01/03/2011	NO2 Annual Mean	Roadside Residential Properties	49	31

Figure 30 shows the levels of nitrogen dioxide monitored in the air quality management areas in previous years which demonstrates the sustained improvement in air quality.

FIGURE 30 AIR QUALITY MANAGEMENT AREAS MONITORING DATA 2017-2021

Diffusion Tube ID	X OS Grid Ref (Easting)	Site Type	2017	2018	2019	2020	2021
4	Milton Road	Roadside	37.0	35.0	31.3	25.1	30.1
5	Milton Road	Roadside	38.0	35.0	32.5	26.2	32.5
6	Milton Road	Roadside	32.0	32.0	26.4	23.7	29.5
9	Peel House Lane	Roadside	33.0	33.0	30.03	23.8	26.2
10	Peel House Lane	Kerbside	39.0	38.0	37.5	30.9	34.8
12	Deacon Road	Roadside	32.0	30.0	27.2	21.2	23.8
13	Deacon Road	Roadside	33.0	28.0	28.1	22.02	24.8

Limit = 40 µg/m³

Revocation of Air Quality Monitoring Areas

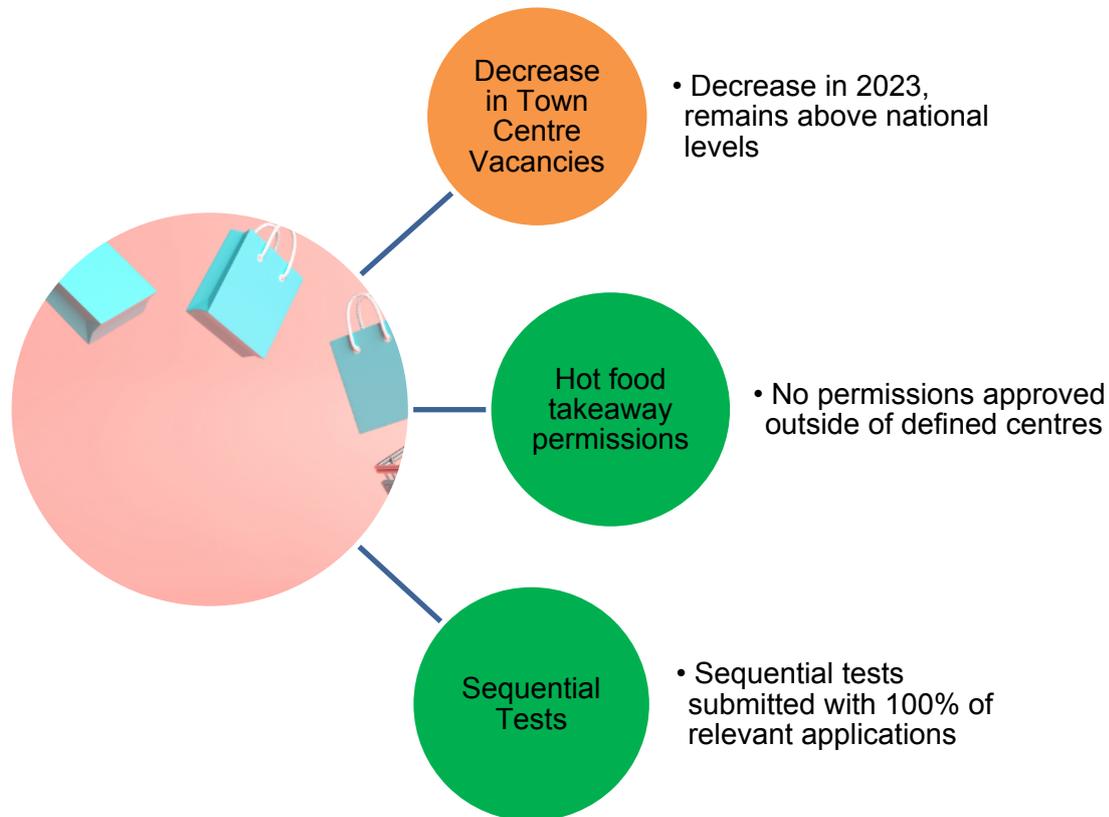
Due to the sustained improvement in air quality the council is now considering revoking the air quality management areas. If the areas are revoked the Council will continue to monitor air quality in those areas but will no longer be required to produce a detailed action plan and report progress to the government. The final decision on revoking the air quality management areas will be taken by the council's executive board.

The consultation closed on 7th June 2023 and a decision is yet to be made.

100% proposals accompanied by an impact assessment demonstrating mitigation measures.

The Council do not monitor the number of planning applications that are accompanied by an impact assessment demonstrating mitigation measures. Mitigation measures are often conditioned as part of a planning decision notice.

3.15 Retail



Prior to adoption of the DALP in March 2022, other than defined retail area annual use class/trader surveys retail development was not closely monitored as such there will be some data gaps prior to 2022. Moving forward retail and town centre development will be monitored more closely to ensure data is collected and reported in the annual DALP Monitoring Reports.

Use Class Order

The use class order was revised on 1st September 2020. Along with other changes 'Retail Use Classes' A1, A2, A3, A4 and A5 have been replaced by a range of commercial, business and service categories that come under category 'E' see: [Use Classes - Change of use - Planning Portal](#)

Main Town Centre Uses are defined as:

'Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).' Source: [National Planning Policy Framework \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

Halton Retail Hierarchy

Figure 31 demonstrates the retail hierarchy for Halton. Halton has two town centres, one in Widnes and one in Runcorn new Town. A district centre in Runcorn Old Town. Eighteen local centres in Runcorn and fifteen in Widnes, which includes Ivy Farm Court at Hale. There are also two allocations for new local centres, one at Daresbury and one a west Bank. Further information including the role and function of the designations is located at: [DALP Adopted.pdf \(halton.gov.uk\)](#) (pages 53 -55)

FIGURE 31 HALTON BOROUGH RETAIL HIERARCHY

Location	Designation
Runcorn Halton Lea	Town Centre
Widnes	Town Centre
Runcorn Old Town	District Centre
<ul style="list-style-type: none"> •Ascot Avenue •Beechwood •Brookvale •Castlefields •Grangeway •Greenway Road •Halton Brook •Halton Road •Halton Village • Langdale Road •Murdishaw • Palacefields • Picton Avenue • Preston Brook •Russell Road • Sandymoor • Sutton Park •Windmill Hill 	Local Centres (Runcorn)
<ul style="list-style-type: none"> •Alexander Drive • Bechers• Cronton Lane • Farnworth • Halebank • Hale Road • Halton View Road • Hough Green • Liverpool Road • Moorfield Road • Queens Avenue • Upton Rocks • Warrington Road • West Bank• Ivy Farm Court (Hale) 	Local Centres (Widnes)
<ul style="list-style-type: none"> •Daresbury (Keckwick Hill) •South Widnes (West Bank) 	Allocations for Local Centres

Strategic Objective: All

Retail Related Policies: CS (R) 1 Halton's Spatial Strategy

Policy CS(R)1 sets out the Spatial Strategy for Halton for the plan period up to 2037.

Indicators	Targets	Explanation
Retail Floorspace delivered	Up to 9293 sqm town centre Convenience / Comparison (2014-37) / Up to 5,112 sqm Retail Warehousing (2014-37)	There are no recorded gains of convenience/comparison use within the town centres. This indicator has not been monitored prior to adoption of the DALP in March 2023. The indicator and target will be monitored closely moving forward. It is assumed that as of 01/04/2023 the targets for delivery of 9293sqm of convenience/comparison uses and up to 5112sqm of retail warehousing remains unchanged.

Strategic Objective: SO5

Retail Related Policies: CS (R) 5 A Network of Centres

Policy CS(R)5 sets out the retail hierarchy for the Borough, reflecting the role and relationship of centres in the Borough's retail network.

Indicators	Targets	Explanation
Amount of completed retail development in town centres	Up to 9293 sqm town centre Convenience / Comparison (2014-37)	There are no recorded gains of convenience/comparison use within the town centres. This indicator has not been monitored prior to adoption of the DALP in March 2023. The indicator and target will be monitored closely moving forward. It is assumed that as of 01/04/2023 the targets for delivery of 9293sqm of convenience/comparison uses and up to 5112sqm of retail warehousing remains unchanged.

<p>Completions of main town centre uses within designated centres, by type</p>	<p>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</p>	<p>See Tables 16 to 19 of Appendix 2 for details completions of loss and gain of main town centre uses inside and outside of defined centres. The tables detail planning permissions dating back to the start of the plan period in 2014, when different national policy applied to defined retail centres. There are permissions for main town centre uses outside of designated areas, this is largely as a result of change of use to existing buildings. This indicator will be monitored closely moving forwards.</p>
<p>Percentage of retail development in edge-of-centre or out-of-centre locations</p>	<p>Minimise development outside of designated Town Centres (2014-37)</p>	<p>Two applications have been approved for retail development convenience use outside of the defined centres. One permission was for a replacement store and the other a change of use from a former public house. See Table 18 of Appendix 2.</p>
<p>Number of vacant units within Town Centre locations</p>	<p>Decrease vacancy levels within Town Centre locations (2014-2037)</p>	<p>Town centre surveys are carried out during the month of April on an annual basis. There are gaps in data for 2021 and 2022 this was as a result of lock down. The latest GB vacancy rates were collected by the British Retail Consortium for the third quarter of 2021, demonstrated that the overall GB vacancy was 14.5%. ⁴¹</p> <p>Tables 20 to 22 of Appendix 2 demonstrate the vacancy rates for Halton Lea, Runcorn Old</p>

⁴¹ [Vacancy rate plateaus \(brc.org.uk\)](https://www.brc.org.uk/vacancy-rate-plateaus)

		Town and Widnes Town Centre since the start of the plan period. Data indicates that vacancy rates are above the national average, with peaks during and immediately post covid lock down.
Percentage long-term vacant units	Decrease in percentage of long-term vacant units	Figure 32 demonstrates a summary of total and long-term vacant units within the defined retail centres of Runcorn Old Town, Halton Lea and Widnes Town Centre that were vacant at the time of both the April 2022 and April 2023. The latest two years were selected as surveys were now completed during 2020 and 2021 because Of lockdown. Figures 33 to 35 demonstrate details of each vacant unit within the three centres. Vacancy rates are above the 2021 national averages.

FIGURE 32 LONG TERM VACANT UNITS

Designation	Total Units	Vacant Rate in April 2023 (vacant for a minimum of 2 consecutive years)	Percentage of Long-Term Vacant units
Runcorn Old Town	136	33	24%
Halton Lea Runcorn	139	46	33%
Widnes Town Centre	260	51	20%
Total	535	130	Average of 3 centres 26%

FIGURE 33 RUNCORN OLD TOWN CENTRE VACANT UNITS COMPARISON DATA

Year of Survey (April)	Total units within defined centre	Vacant units at time of survey	Percentage of vacant units at time of survey	Difference between Previous Year (Red text indicates increase in vacancy rates)
2014	136	15	11%	
2015	136	20	15%	5
2016	136	18	13%	2
2017	136	15	11%	3
2018	136	17	12%	2
2019	136	22	16%	5
2020	136			
2021	136			
2022	136	35	26%	13
2023	136	33	24%	2

FIGURE 34 HALTON LEA RUNCORN TOWN CENTRE VACANT UNITS COMPARISON DATA

Year of Survey (April)	Total units within defined centre	Vacant units at time of survey	Percentage of vacant units at time of survey	Difference between Previous Year (Red text indicates increase in vacancy rates)
2015	139	35	25%	
2016	139	35	25%	0
2017	139	32	23%	3
2018	139	33	24%	1

2019	139	36	26%	3
2020	139			
2021	139			
2022	139	49	35%	13
2023	139	46	33%	3

FIGURE 35 WIDNES TOWN CENTRE VACANT UNITS COMPARISON DATA

Year of Survey (April)	Total units within defined centre	Vacant units at time of survey	Percentage of Vacant units at time of survey	Difference between Previous Year (Red text indicates increase in vacancy rates)
2014	260	16	6%	
2015	260	22	8%	6
2016	260	33	13%	11
2017	260	31	12%	2
2018	260	35	13%	4
2019	260	38	15%	3
2020	260			
2021	260			
2022	260	59	23%	21
2023	260	51	20%	8

Strategic Objective: SO11

Retail Related Policies: CS (R) 22 Health and Well-Being

Policy CS(R)22 sets out how healthy environments will be supported, and healthy lifestyles encouraged in the Borough.

Indicators	Targets	Explanation
Percentage / number of (Hot-Food Take-away) units within town, district and local centres	100% designated frontages/centres complying with SPD policy	The Hot Food Takeaway SPD (2012) can be viewed at: Microsoft Word - Hot Food SPD final v4 (halton.gov.uk) Three planning applications have been approved for hot food takeaways, one in Widnes Town Centre and two in local Centres. There are no recorded approvals outside of defined centres. See Appendix 2 Table 27.

Strategic Objective: SO5

Retail Related Policies: HC1 Vital and Viable Centres

Policy HC1 sets out how it seeks to support the vitality and viability of the Boroughs centres and their role at the heart of communities.

Indicators	Targets	Explanation
Proportion of retail development within defined centres	100% of retail development within defined centres	Two planning applications for out of centre retail convenience use have been approved, as such the target of 100% within defined centres has not been reached. One permission was for a change of use of a public house and the other was for a replacement store. Both approvals were prior to adoption of the DALP. See Appendix 2 Table 18.
Proposals for out / edge-of centre supported by a sequential test	100% of proposals for out / edge-of centre supported by a sequential test	Two planning applications have been approved for retail convenience use. Both

		applications were supported by sequential tests. See Appendix 2 Figure*
Change of use of upper floors		There are 4 recorded changes of use of upper floors from retail/town centre uses. (Not previously monitored) See Table 18 of Appendix 2.
Change of use to residential (non-primary frontage)		15 residential units have been created as a result of change of use from a former retail/ town centre use. See Table 24 of Appendix 2.
Development for main town centre uses (excluding offices)		Table 17 of Appendix 2 details planning permissions for main town centre uses located within and outside defined centres.
Amount of completed retail and office development		There are two completions of loss/gain of retail E(a) and office use E (g) (i) recorded. The most significant is a loss of hotel use in Widnes Town Centre and gain in office use of 929sq.m. See Table 19 of Appendix 2
Vacancy rates within the Town Centres	Decrease	<p>Town centre surveys are carried out during the month of April on an annual basis. The latest GB vacancy rates were collected by the British Retail Consortium for the third quarter of 2021, demonstrated that the overall GB vacancy was 14.5%. ⁴²</p> <p>See figures 32 to 35 for vacancy rates since the start of the plan period in 2014.</p>

⁴² [Vacancy rate plateaus \(brc.org.uk\)](https://www.brc.org.uk)

Footfall within the Town Centres	Increase	Footfall surveys were carried out by Retail consultants England, Lyle and Good in 2017 for Widnes and Halton Lea Town Centres and Runcorn Old Town District Centre. Figures 36 to 38 show the footfall (persons) for each centre on a variety of days. The highest footfall (1573) for the three centres was recorded in Widnes Town Centre on market day, with the lowest footfall (481) recorded for Runcorn Old Town on a non-market day.
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FIGURE 36 FOOTFALL DATA WIDNES (2017)

(England Lyle and Good)

Location (Widnes)	Market Day	Non-Market Day	Saturday
Widnes Road (Bike shop to Grenfel House), Widnes Road (Derby Pub to Dorothy Perkins/Burttons and Albert Road (Hallmark to Green Oaks Entrance)	1573	1564	1332

FIGURE 37 FOOTFALL DATA HALTON LEA RUNCORN (2017)

(England Lyle and Good)

Location Halton Lea Runcorn	Monday and Saturday (aggregate)	Friday
Main Mall (Wilko's, Santander and Greggs Walkway Southern Bridge (Asda to Shopping Centre); and Link Building - Under Busway (Shopping Centre to Trident Retail Park)	1194	1135

FIGURE 38 FOOTFALL DATA RUNCORN OLD TOWN (2017)

(England Lyle and Good)

Location Runcorn Old Town	Market Day	Non-Market Day	Saturday
Granville Street Church Street / Fryer Street and Regent Street	985	481	728

Strategic Objective: SO5

Retail Related Policies: HC2 Retail and Town Centre Allocations

Policy HC2 sets out the sites allocated in the DALP for appropriate town centre uses.

Indicators	Targets	Explanation
Development of allocated sites	100% of development for allocated use	See Table 25 of Appendix 2 for progress of allocated sites

Strategic Objective: SO5

Retail Related Policies: HC3 Primary Shopping Areas

Policy HC3 sets out how the Primary Shopping Areas of each centre will help to maintain a focused and concentrated shopping core at the heart of each centre.

Indicators	Targets	Explanation
Use of ground floor units	60% + of ground floor units in E(a), E(b), E(c) use	Figure 39 demonstrates that both Runcorn Old Town and Widnes Town Centre exceeded the 60% target of use classes E(a) to E(c), whilst Halton Lea (ground floor) falls slightly below the target at 56%. This could be due to high vacancy rates. Latest data was collected in April 2023. Occupancy and use class splits will continue to be monitored through annual surveys.
Maintenance of continuous active frontages	No increase in breaks (2+ non-E(a), E(b), E(c) uses) in active frontages	Figure 40 demonstrates the number of breaks in active fronts of non- E(a) to E(c) units of 2 or more in the Primary Shopping Areas of the 3 centres. Halton Lea does not fare well, with a

		total of 12 breaks, predominantly due to vacant units. Runcorn Old Town fares much better with only 2 active breaks, whilst Widnes Town Centre has 4 breaks. This indicator has not been monitored previously and so the April 2023 data will be used as the starting point for future comparison.
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FIGURE 39 PERCENTAGE OF GROUND FLOOR UNITS IN PRIMARY SHOPPING AREAS IN USE CLASSES E (APRIL 2023)

Town Centre	Total Units in Primary Shopping Area	Total Units within Use Classes E(a) to E(c) (iii)	Percentage of Units within Use Classes E(a) to E(c) (iii)
Halton Lea (Ground Floor)	107	60	56%
Runcorn Old Town	54	38	70%
Widnes	136	100	74%

FIGURE 40 MAINTENANCE OF CONTINUOUS ACTIVE FRONTS IN PRIMARY SHOPPING AREAS (APRIL 2023)

Town Centre	Total Units in Primary Shopping Area	Number of Breaks in Active Fronts 2 units in non-E(a) to E(c) use	Number of Breaks in Active Fronts 3 units in non-E(a) to E(c) use	Number of Breaks in Active Fronts 4+ units in non-E(a) to E(c) use
Halton Lea (Ground Floor)	107	5	2	5
Runcorn Old Town	54	1	1	0
Widnes	136	3	1	0

Strategic Objective: SO5, SO8

Retail Related Policies: HC4 Shop Fronts, Signage and Advertising

Policy HC4 sets out the requirements in ensuring that shop fronts, signage and advertising make a positive contribution to the buildings on which they are located and to the surrounding area.

Indicators	Targets	Explanation
No. times HC4 cited in decisions		Table 26 of Appendix 2 details 16 applications for advertisement consent, between 01/04/2022 and 31/03/2023. 14 applications were approved and 2 refused, all cited Policy HC4 in the decision notice.
% upheld at appeal	100% of appeals upheld	There have not been any relevant appeals recorded during the monitoring period.

Strategic Objective: SO5, SO12

Retail Related Policies: HC8 Food and Drink

Policy HC8 sets out the requirements for the development of hot food and drink uses in the Borough.

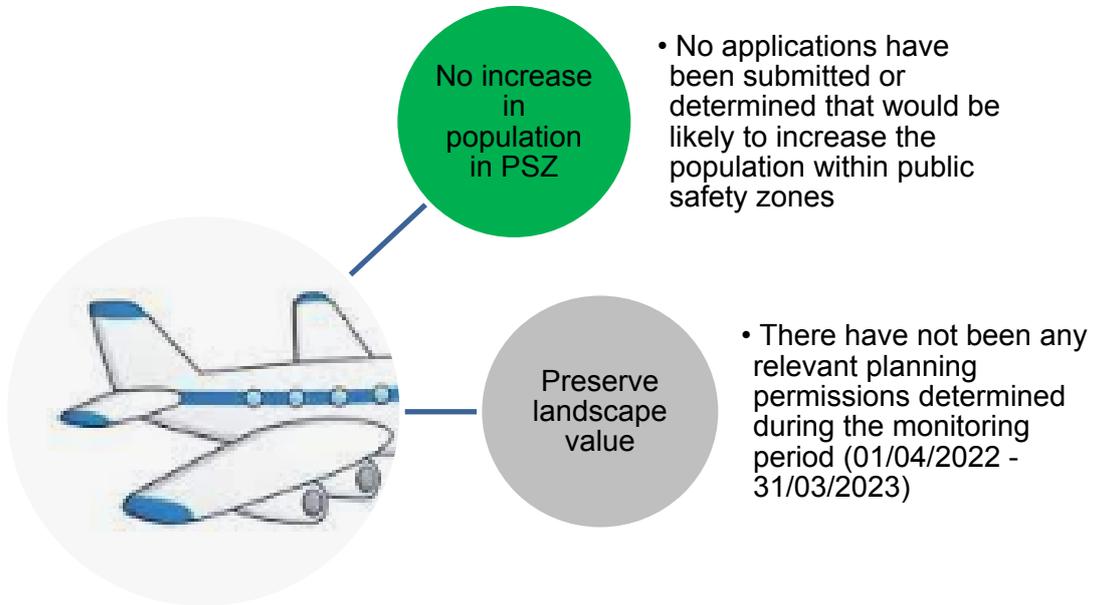
Indicators	Targets	Explanation
Proportion of consented HFTAs in Primary Shopping Area	0% granted above primary shopping area threshold (5%)	There are 136 units in Widnes Town Centre, Primary Shopping Area. Including planning permission 22/00154/COU that was granted approval for a change of use to a hot food take-away on 12/07/2022 there are 7 hot food takeaways in Widnes Town Centre, which equates to 4% of all units in the Primary Shopping Area, below the 5% threshold. There is no other recorded change of use in Primary Shopping Areas. This indicator will be closely monitored. (See Figure 41)

Proportion of consented HFTAs in non-primary TC areas	0% granted above non-primary TC threshold (10%)	One permission has been approved for a hot food takeaway which is in Widnes town centre outside of the Primary Shopping Area. See Table 27 of Appendix 2.
Proportion of consented HFTAs in Local Centre	0% granted above centre thresholds (dominant use or greater of 2 units or more than 10%)	Halton has a total of 33 local centres. Planning permission has been approved for a total of 2 hot food takeaways. Neither centre exceeds the dominant use of hot food takeaways. See Figure 41.
Proportion of permissions granted outside existing centre located within 400m of defined education or open space	0% granted outside existing centre within 400m of defined education or open space	There are no recorded planning approvals outside of existing centres for hot food takeaways. This could be a data gap, as prior to adoption of the DALP, this indicator was not monitored, but will be monitored closely moving forward.

FIGURE 41 HOT FOOD TAKEAWAYS OUTSIDE OF THE PRIMARY SHOPPING AREAS (APRIL 2023)

Town Centre	Number of Units Outside of the Primary Shopping Area	Number of Hot Food Takeaways	Percentage of Hot Food Takeaways
Widnes	124	6	4.84%
Halton Lea Runcorn	17	2	11.76%
Runcorn Old Town	82	6	7.32%
Totals	223	14	

3.16 Transport-Airport



Strategic Objective: SO4, SO7

Transport - Airport Related Policy: CS (R) 17 Liverpool John Lennon Airport Operational Land and Airport Expansion.

Policy CS(R)17 sets out the criteria and considerations, associated with the development of operational and/or expansion of the airport.

Indicators	Targets	Explanation
Manage negative environmental and social impacts in Halton associated with the operation and expansion of Liverpool John Lennon Airport.	No permissions granted that are likely to increase in the population within the Public Safety Zone (PSZ)	No applications have been submitted or determined that would be likely to increase the population within public safety zones (01/04/2014 - 31/03/2023)
	Preserve landscape value, including through delivery of extension to Coastal Reserve	There have not been any relevant planning permissions determined during the

		monitoring period (01/04/2022 -31/03/2023)
	No change in area of Mersey Estuary SPA/Ramsar over the plan period 2014-2037	The Mersey Estuary covers an area of 5023.35ha ⁴³ which is the same area as recorded in 2015 ⁴⁴ . The figure of 5023.35ha will be used as the baseline figure for monitoring this particular target for future years monitoring of the DALP.
Air quality impacts	No adverse effects from atmospheric pollution on the integrity of European sites	The Council do not receive data specific to this target. Any adverse effects from atmospheric pollution created by the airport on the integrity of European sites would be dealt with on a reactive basis if/when made aware of concerns.

Strategic Objective: SO3, SO4, SO12

Transport- Airport Related Policies: C4 Operation of Liverpool John Lennon Airport

Policy C4 seeks to avoid poorly considered development associated with Liverpool John Lennon Airport that has the potential to adversely impact the safe operation of traffic in the locality.

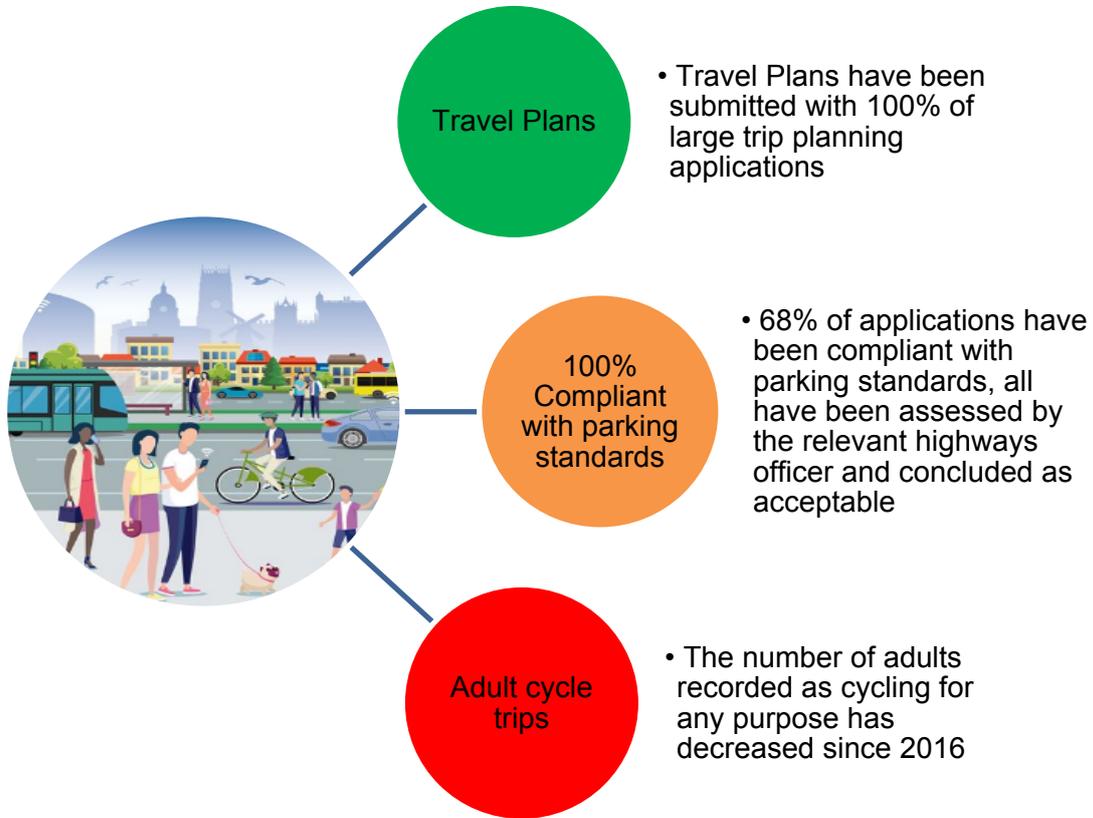
Indicators	Targets	Explanation
Development likely to increase population within Public Safety Zones (PSZ)	No development likely to increase population within PSZ	No applications have been submitted or determined that would be likely to increase the population within public safety zones (01/04/2014 -31/03/2023)
Development in excess of Height Restriction Zone	No development in excess of Height Restriction Zone	No applications have been submitted or determined for development in excess of height

⁴³ [Magic Map Application \(defra.gov.uk\)](https://defra.gov.uk)

⁴⁴ [UK9005131.pdf \(jncc.gov.uk\)](https://jncc.gov.uk)

		restriction zones in Halton (01/04/2014 -31/03/2023)
Off-site airport parking developments	No off-site airport parking developments	No applications have been submitted or determined for the development of off-site parking in Halton (01/04/2014 -31/03/2023)

3.17 Transport



DATA GAPS

Strategic Objective: SO1, SO2

Transport Related Policies: CS (R) 3 Housing Supply and Locational Priorities

Policy CS(R)3 sets out the required housing provision and locations for development for the plan period.

Indicators	Targets	Explanation
Amount of new residential development within 30 minutes public transport time of a GP, a hospital, a	Increase	Data is not readily available for this monitoring period but will be reviewed and made

primary school, a secondary school, areas of employment and a major retail centre		available for future years monitoring.
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Strategic Objective: SO7

Transport Related Policies: CS (R) 15 Sustainable Transport

Policy CS(R)15 sets out the transport and traffic considerations that development proposals should address. The policy seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport.

Indicators	Targets	Explanation
Provision of sustainable transport in Halton	<p>Increase modal share of sustainable modes (bus, rail, cycling and walking)</p> <p>Increase total length of cycle ways in the Borough (2014-37)</p>	<p>The following sustainable transport schemes have progressed in Halton during the monitoring period (01/04/2022 – 31/03/2023)</p> <ul style="list-style-type: none"> • Runcorn Busway from Palacefields Avenue by the hospital to Murdishaw Shops is 2.3Km. (The route does not include East Lane/ Crowngate/ busway around the Uplands) • RSQ route from Picow Farm Rd onto Waterloo bridge and down to Percival Lane 270m • Ongoing Section 38 works as part of the Sandymoor developments is ongoing but, not yet an adopted highway.

	Number of cycle trips (157 trips annualised index, LTP Indicators 2007/08)	Figure 42 details the percentage of adults across Halton Borough cycling for 'Any Purpose' and 'Leisure Purposes' at least Weekly and/or Monthly (Between 2016 and 2022). In all instances there has been a reduction in trips since 2016. The data is not comparable with the 2007/08 baseline data. As a result, the data set out in Figure 42 will be used for comparison purposes for future monitoring periods.
Number of Travel Plans associated with development applications for large trip generating uses	Delivery of 100% for all relevant large trip generating planning applications over the plan period (2014-37)	100% of development applications for large trip generating uses have supplied Travel Plans. The production of a Draft Transport and Accessibility SPD will provide further guidance and will outline the requirements for Transport Assessments and Travel Plans associated with development. Table 28 of Appendix 2 provides details of planning permissions approved between 01/04/2022 and 31/03/2023 that have travel plans, as a result of the development being associated with large trip generating uses. ⁴⁵
Provision of transport schemes in Halton.	Progress and delivery of transport schemes in Halton as identified in the most up to date LTP or	The latest Halton Borough Council LTP is the Local Transport Plan 3 (2011/12 – 2025/26) ⁴⁶ The latest

⁴⁵ [Planning Applications \(halton.gov.uk\)](https://www.halton.gov.uk/planning-applications)

⁴⁶ [Layout 1 \(halton.gov.uk\)](https://www.halton.gov.uk/layout-1)

	Combined Authority programme over the plan period 2014-2037	Liverpool City Region Combined Authority Transport Plan was published on 19/06/2019 ⁴⁷ Figure * details the progress and delivery of transport schemes in Halton.
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Several studies have been commissioned in this monitoring period which have led to the proposed revision to CS15. Increasing the proportion of journeys made by sustainable modes including walking, cycling and public transport is an important priority for Halton and expressed in revised policy CS(R)15.

Figure * Progress and Delivery of Transport Schemes in Halton

Scheme Overview	Location	Progress

FIGURE 42 PERCENTAGE OF HALTON'S ADULTS CYCLING FOR ANY PURPOSE AND LEISURE PURPOSES AT LEAST WEEKLY AND/OR MONTHLY (BETWEEN 2016 AND 2022)

Frequency (% of adult population) Purpose	2016	2017	2018	2019	2020	2021	2022
At least once per month (Any Purpose)	14.9	12.5	14.2	12.1	9.4	11.3	11.3
At least once per week (Any Purpose)	9.9	9.1	9.9	10.3	7	7.3	9.2
At least once per month (Leisure)	12.6	11.8	12.9	10.6	8.5	8.9	9.1
At least once per week (Leisure)	8.2	8.4	8.1	8.1	N/a	N/a	N/a

Data Source: [Participation in walking and cycling \(local authority rates\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

Strategic Objective: SO11

⁴⁷[LCRCA-TRANSPORT-PLAN.pdf \(liverpoolcityregion-ca.gov.uk\)](https://liverpoolcityregion-ca.gov.uk/LCRCA-TRANSPORT-PLAN.pdf)

Transport and Airport Related Policies: CS (R) 22 Health and Wellbeing

Policy CS(R)22 sets out how healthy environments will be supported, and healthy lifestyles encouraged in the Borough.

Indicators	Targets	Explanation
Amount of new residential development within 30 minutes public transport time of a GP and a hospital	Increase	Data is not readily available for this monitoring period but will be reviewed and made available for future years monitoring.

Strategic Objectives: SO6, SO7

Transport Related Policies: C1 Transport Network and Accessibility

Policy C1 seeks to encourage and enable a shift to more sustainable modes of travel and to ensure that a successful sustainable transport network is in place.

Indicators	Targets	Explanation
ULEV Charging Points installed	ULEV Charging Points installed	There are 33 public charging points registered within Halton. (at 08/12/2023) ⁴⁸ The Halton Borough Council Electric Vehicle Charging Point Strategy provides in depth data for Halton including baseline data for electric vehicle ownership. ⁴⁹
Development within 400m of a bus stop / train station	100% of development within 400m of a bus stop / train station	Data is not readily available for this monitoring period but will be reviewed and made available for future years monitoring.

⁴⁸ [Find and use data on public electric vehicle chargepoints - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

⁴⁹ [Add link to HBC Electric Vehicle Charging Strategy](#)

Canal towpath improvements	Provision of 100% of required contributions towards Canal towpath improvements	There have not been any canal towpath contributions negotiated during the monitoring period. Where relevant contributions will continue to be negotiated in compliance with criteria set out in policy C1.
PRoW Improvements	Delivery / progress of	Figure 43 provides details of the delivery and progress of public rights of way improvements across Halton
Delivery / progress of	EATC	
Delivery / progress of	A558 Daresbury Expressway	
Delivery / progress of	Watkinson Way / Ashley Way Gyratory	
Delivery / progress of	A562 Speke Road	
Delivery / progress of	A557 Access improvements; and	
Delivery / progress of	Reconfiguration / improvement of infrastructure to the south of the SJB	
Delivery of Transport assessments and travel plans for all qualifying development over the plan period	100% of qualifying applications supported by Transport assessments / travel plans	Table 28 of Appendix 2 provides details of planning permissions determined between 01/04/2022 and 31/03/2023 where transport assessments/travel plans were required as part of the application process.
Protection and enhancement of transport hubs	100% retention of transport hubs	There has been no loss of public transport hubs (01/04/2022 – 31/03/2023)

FIGURE 43 PROGRESS OF PUBLIC RIGHTS OF WAY (PROW) IMPROVEMENTS IN HALTON

Reference	Location	Scheme	Progress
20/00337/OUTEIA	Land at Daresbury Park, Runcorn	Public Rights of Way contribution and railway crossing in vicinity of land.	Section 106 legal agreement, to make a financial contribution towards a PROW and a railway crossing in the location of Daresbury Park.

Strategic Objective: SO7, SO8

Transport Related Policies: C2 Parking Standards⁵⁰

Policy C2 sets out the requirements for parking standards expected on new development.

Indicators	Targets	Explanation
Development compliant with parking standards (car spaces)	100% compliant with parking standards (car spaces)	During the monitoring period (01/04/2022 -31/03/2023) 25 decisions cited parking standards criteria set out in Policy C2. Of the 25 decisions (17) 68% were 100% compliant and (8) 32% were not 100%. In each case the application has been fully assessed by the case officer following recommendations made by the Highways Team and where 100% compliance with parking standards has not been met, the Highways Team were satisfied with the provision agreed in the planning decision.
Development compliant with parking standards (disabled spaces)	100% compliant with parking standards (disabled spaces)	During the monitoring period (01/04/2022 -31/03/2023) 21 decisions cited parking standards and disabled spaces criteria set out in Policy C2. Of the 21

⁵⁰ [DALP Adopted.pdf \(halton.gov.uk\)](#) Appendix D

		decisions (15) 71% were 100% compliant and (6) 29% were not 100%. In each case the application has been fully assessed by the case officer following recommendations made by the Highways Team and where 100% compliance with parking standards for disabled spaces has not been met, the Highways Team were satisfied with the provision agreed in the planning decision.
Development compliant with cycle parking standards	100% compliant with cycle parking standards	During the monitoring period (01/04/2022 -31/03/2023) 21 decisions cited parking standards for provision of cycle spaces criteria set out in Policy C2. Of the 21 decisions (18) 86% were 100% compliant and (3) 14% were not 100%. In each case the application has been fully assessed by the case officer following recommendations made by the Highways Team and where 100% compliance with parking standards for cycle spaces has not been met, the Highways Team were satisfied with the provision agreed in the planning decision.
Amount of completed non-residential development complying with local car parking standards	100% compliant with parking standards	During the monitoring period one relevant non- residential completion was recorded. The proposal was not 100% compliant with parking standards but deemed sufficient by the Highways Officer. See Table 29 of Appendix 2.

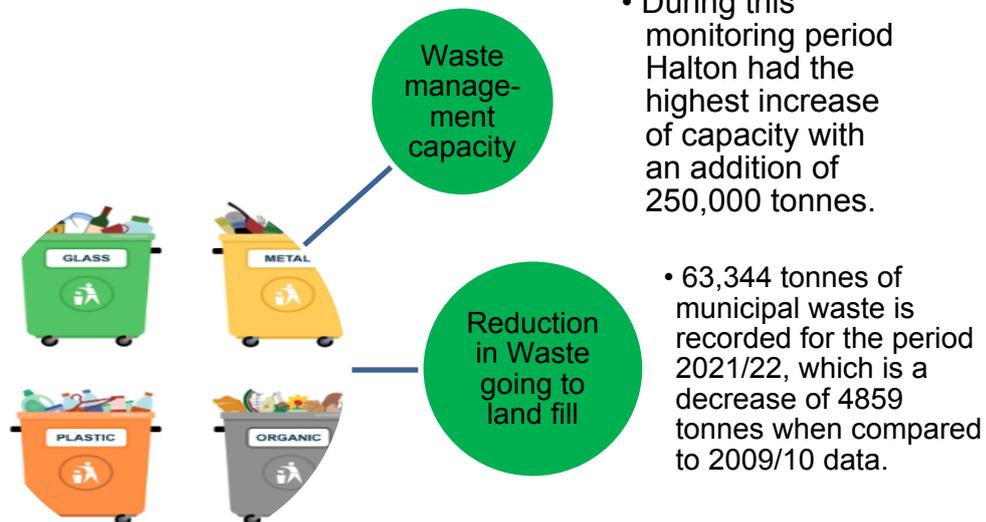
Strategic Objective: SO6

Transport Related Policies: C3 Delivery of Telecommunications Infrastructure

Policy C3 seeks to ensure that new telecommunications infrastructure development within the Borough is appropriately designed and sited in accordance with the principles of minimizing impacts.

Indicators	Targets	Explanation
No. times cited in decisions % upheld at appeal	100% of appeals upheld	There have not been any relevant planning appeals during the monitoring period. (01/04/2022 - 31/03/2023)

3.18 Waste Management



The Joint Merseyside and Halton Waste Local Plan (WLP)

The Joint Merseyside and Halton Waste Local Plan (WLP) was formally adopted by the six Merseyside (Liverpool City Council, Knowsley MBC, Sefton MBC, St Helens MBC and Wirral MBC) and Halton Councils, with effect from 18th July 2013. A separate high-level 5- year review of the WLP is currently underway. The review will identify any areas of the WLP which are sufficiently ineffective or out of date. 7. The WLP forms the waste planning element of the adopted Local Plans of the six Councils.

Monitoring of the WLP

Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires Local Authorities to publish a Monitoring Report on an at least annual basis that shows progress with Local Plan implementation. The WLP, Waste Monitoring Reports and other related documents can be viewed on the Merseyside Environmental Advisory Service (MEAS) at: [Home \(meas.org.uk\)](http://meas.org.uk)

Definition of Waste

Waste is any material or object that is no longer wanted, and which requires management. If a material or object is reusable, it is still classed as waste if it has first been discarded.

Waste Management

Veolia manage waste for six authorities of the Joint Merseyside and Halton Waste Local Plan area. Further information relating to performance can be found at:

[Performance | Veolia Merseyside and Halton](#)

The explanation data has been extracted from the 2018 Waste Monitoring Report published by MEAS and data provided to Halton Borough by MEAS in January 2024.

The following indicators and targets are included in the DALP (Adopted March 2022)

Strategic Objective SO13

Waste Related DALP Policy: CS24 Waste

Policy CS24 seeks to promote sustainable waste management in accordance with the waste hierarchy.

Indicators	Targets	Explanation
Safeguarding of sites for the purpose of waste management	Provision of sites for waste management purposes through DPD	Sites safeguarded through allocations H1. Allocation H2 no longer available. Policy WM7 safeguards existing waste management capacity and is used if there is a change of use from waste management to another use.
Capacity of new waste management facilities by waste planning authority	Increasing recovery capacity of waste facilities in the Borough	Figure 44 shows new consented waste capacity for the six authorities between 2016 and 2019. During this period Halton had the highest increase of capacity with an addition of 250,000 tonnes. There has been no new capacity in Halton since adoption of DALP. Of note: Note since adoption of the Waste Local Plan in 2013, Halton has contributed a large percentage of new waste capacity across the LCR.

		Table 30 of Appendix 2 details the provision of sites for waste management purposes.
Total municipal waste	Decrease waste going to landfill each year (45,006 tonnes, 2009/10) and decrease in total municipal waste (68,203 tonnes, 2009/10)	<ul style="list-style-type: none"> 0 tonnes of Halton waste is recorded as going to land fill during the period 2014/15 to 2021/22 63,344 tonnes of municipal waste is recorded for the period 2021/22, which is a decrease of 4859 tonnes when compared to 2009/10 data. <p>ENV18 - Local authority collected waste: annual results tables 2021/22 - GOV.UK (www.gov.uk)</p>

FIGURE 44 CONSENTED CAPACITY OF NEW WASTE MANAGEMENT FACILITIES BY WASTE PLANNING AUTHORITY

District	Apr 2016 – Mar 2017		Apr 2017 – Mar 2018		Apr 2018 – Mar 2019		Trend
	Consented capacity (tonnes per annum)	No. of sites	Consented capacity (tonnes per annum)	No. of sites	Consented capacity (tonnes per annum)	No. of sites	
Halton	250000	2	0	0	250000	2	↑
Knowsley	0	0	Unspecified	1	0	1	-
Liverpool	0	0	0	0	unknown	1	-
Sefton	186000	2	60000	2	0	1	↓
St.Helens	270000	2	20000	1	150000 ¹⁰	2	↑
Wirral	0	0	0	0	0	1	↑
Total:	706000	6	80000	4	400000	8	↑

Source: Development Management planning application lists and Waste Local Plan sites database

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Climate Change

TABLE 1 RENEWABLE ENERGY PLANNING PERMISSIONS

Planning Reference	Development stage		Location	Description	Capacity
18/00087/FUL	Completed		St Michaels Jubilee Golf Course, Widnes	Solar photovoltaic array	Up to 1MW
21/00475/FUL	No start, permission granted 01/10/2021		Daresbury Science Park, Keckwick Lane, Daresbury	Proposed installation of a ground-mounted solar array	561.6KW

Economy

TABLE 2 COMPLETIONS OF EMPLOYMENT LAND

	Gross H/A of Land	DALP Reference	Planning Application Reference	Description of Development	Status	Year of Completion
Police Station and Adjoining Magistrates Court,	0.76	MUA1	15/00277/DEM	Prior Notification for demolition of buildings	Site Completed	2016/17

Kingsway						
Open Bus Park - Caldwell Road	0.17	MUA1	22/00198/HBCFUL	Creation of vehicle parking area	Site Completed	2022/23
84 Victoria Road	0.01	MUA2	16/00315/P3JPA	Notification for Prior Approval for Change of Use of first and second floor offices to 2 no. flats	Site Completed	2016/17
British Gypsum, Dennis Road Site	2.85	MUA3	16/00338/FUL	Warehouse including internal three storey office and laboratory	Site Completed	2017/18
Land Adjacent to St. Helens Canal (Routledge Site), Tanhouse Lane	7.56	MUA3	19/00235/FUL	Application for development consisting of 243 dwellings	Site Completed	2022/23
Unit E and Land adjacent, Moor Lane Business Centre, Alexandra Road	0.14	MUA9	16/00445/COU	Change of use, to provide office space, gymnasium and retail showroom	Site Completed	2016/17

Unit 2, Maestro House, Finlan Road	0.14	MUA9	17/00080/COU	Proposed Change of Use from Office to Assembly and Leisure	Site Completed	2017/18
Totals of H/A of Employment Land	2.85					

TABLE 3 LOSS OF EMPLOYMENT LAND

For demolitions only, loss of floorspace had been recorded, but not loss of

hectares of land.

Planning Reference	Address	Town	Plan Status	Description of Proposal	Planning Permission Granted	Site Status	Loss of Economic Use Class	Emp Site Size (Loss) (Ha)	Loss of Floorspace (Sq.m)
13/00042/FUL	Former Halton Direct Link, One Stop Shop, Queens Avenue	Widnes	Primarily Employment	Proposed demolition of the existing council office and the construction of 6 no houses and 6 no. flats	16-Apr-15	Site Completed	E(g)(i)	0.18	244
14/00564/COU	Unit 2 Teal Business Park, Tanhouse Lane	Widnes	Primarily Employment	Proposed change of use from industrial unit to fitness studio (use class D2) at Unit 2 Teal Business Park Tanhouse Lane Widnes	26-Nov-14	Site Completed	B8	0.19	450

				Cheshire WA8 0ZA					
15/00098/COU	2 Kenyon Court, Wellington Street	Widnes	Primarily Employment	Proposed change of use from business unit to 2 no. bedsits	10-Apr-15	Site Completed	E(g)(i)	0.04	72
15/00106/COU	Unit 1 Shell Green, Bennetts Lane	Widnes	Primarily Employment	Proposed change of use from warehouse to indoor Trampoline Park	15-Apr-15	Site Completed	B8	0.67	2109
15/00208/DEM	Former Rhodia Factory, Earle Road	Widnes	Employment E32	Prior notification of proposed demolition of former industrial buildings at Former Thermphos Site Earle Road Widnes Cheshire WA8 0WG	07-May-15	Site Completed	B8	0	7190
16/00048/COU	Unit 7 Widnes Business Park (Former G E	Widnes	Primarily Employment	Proposed change of use from industrial premises to café	07-Mar-16	Site Completed	B2	0.007	76

	Betz Site), Foundry Lane								
18/00020/COU	Brook Chambers, High Street	Runcorn	Primarily Employment	Proposed change of use from offices to 2 no. residential flats	06-Mar-18	Site Completed	E(g)(i)	0.01	168
18/00539/COU	Teal House, Tanhouse Lane	Widnes	Primarily Employment	Proposed Change of Use from Office to Eye clinic	20-Dec-18	Site Completed	E(g)(i)	0.03	671
19/00017/COU	Unit 8 EBL Centre, Picow Farm Road	Runcorn	Primarily Employment	Proposed change of use of existing industrial unit to private vehicle telephone booking office	05-Mar-19	Site Completed	B2	0.01	92.5
20/00108/COU	Unit 9B, Andersons Industrial Estate, Croft Street	Widnes	Primarily Employment	Proposed change of use from office to hot food takeaway	23-Apr-20	Site Completed	SG	0.08	135
20/00257/COU	Unit 7, Teal Business Park Tanhouse Lane	Widnes	Primarily Employment	Proposed Change of Use of premises to boxing gym	08-Sep-20	Site Completed	B8	0.05	269
21/00612/COU	Unit 3 Monks Way	Runcorn	Primarily Employment	Proposed change of use from office	22-Dec-21	Site Not Started	E(e)	0.2	752

				to small animal veterinary practice					
22/00227/COU	Suite 2 Weaver House Ashville Point	Runcorn	Primarily Employment	Proposed change of use from offices to veterinary practice, together with minor external works at Suite 2 Weaver House Ashville Point Runcorn Cheshire WA7 3FW	03-Nov-22	Site Not Started	E(g)(i)	0.03	170
								1.50	12398.50

TABLE 4 DEVELOPMENT ACHIEVING BREEAM STANDARDS

Planning Reference	Location	Proposal	Achieving BREEAM Standards
20/00445/OUT and 22/00307/REM	Land to the South of Newstead Road Bound by the London and Western Railway and Ditton Brook	Application for the approval of reserved matters (access, appearance, landscaping, layout and scale) of outline planning permission 20/00445/OUT for the erection of two storage and distribution buildings (Use Class B2/B8) including ancillary office space/staff facilities (Use Class E(g)(i)) with	The Design and Access Statement submitted with the proposal advises that the development is targeted to meet BREEAM standard "very good" ⁵¹

⁵¹ [DAS_2200307REM.pdf \(halton.gov.uk\)](#)

		associated loading bays, HGV/car parking, landscaping, pedestrian/cycle connections and associated infrastructure (dual unit scheme)	
20/00445/OUT and 22/00308/REM	Land to the South of Newstead Road Bound by the London and Western Railway and Ditton Brook, Widnes	Approval of reserved matters (access, appearance, landscaping, layout and scale) of outline planning permission 20/00445/OUT for the erection of a single storage and distribution building (Use Class B2/B8) including ancillary office space/staff facilities (Use Class E(g)(i)) with associated loading bays, HGV/car parking, landscaping, pedestrian/cycle connections and associated infrastructure (single unit scheme)	The Design and Access Statement submitted with the proposal advises that the development is targeted to meet BREEAM standard 'very good' ⁵²
21/00102/FUL	Boat House Cholmondeley Road Runcorn	Proposed demolition of existing facilities and development of new clubhouse incorporating changing facilities, gym, social areas and ground floor boat and canoe storage	No
22/00152/FULEIA	Land Off Lovels Way Halebank, Widnes	Proposed storage and distribution unit (B8 use) with ancillary offices (E(g)(i) use), electricity substation, two security gatehouses, vehicle wash, highways infrastructure including accesses, car parking, service and delivery areas and	The Design and Access Statement submitted with the proposal advises that the development is targeted to meet BREEAM standard 'excellent' ⁵³

⁵² [DAS_2200308REM.pdf \(halton.gov.uk\)](#)

⁵³ [OTH_Planning Statement.pdf \(halton.gov.uk\)](#)

		associated other works including ground works, drainage and landscaping	
22/00180/FUL	Health Centre Gorsewood Road Runcorn	Proposed refurbishment and extensions to existing Murdishaw Health Centre along with new car parking, vehicular and pedestrian access	No
22/00278/S73 and 20/00536/FUL	Land West of Junction Between Hardwick Road and Astmoor Road Runcorn	Vary condition numbers 2, 7, 8, 13 and 17 of planning permission 20/00536/FUL [Proposed employment development comprising 13 units totalling 2545 sq. metres to provide E(g), B2 & B8 uses] to amend the approved scheme to consolidate and reduce the original approved floorspace across Units 1 to 5 (Blocks A and B), into a single revised Unit 3 (revised Block B)	No

TABLE 5 PROGRESS OF MIXED USE AREAS

(Inclusive of Loss or Gain of Employment Use) Allocations with Planning Permission – Runcorn Area (Non employment is in red text, h/a not included in totals)

Address	Gross H/A of Land	DALP Reference	Planning Application Reference	Description of Development	Status	Year of Completion
Elite Housewares Ltd, Shaw Street	0.45	MUA5	16/00119/COU	Change of use from Storage and Distribution to Assembly and Leisure	Site Completed	2016/17
Land between Greenway Road and Expressway	0.69	MUA5	19/00446/COU	Change of use from tyre and exhaust fitting and vehicle repairs to tyre and exhaust	Site Completed	2020/21

				fitting, vehicle repairs and MOT station		
Former National Grid Depot, Halton Road	0.99	MUA6	18/00616/FUL	Extension to existing storage facility comprising an additional 171 containers,	Site Completed	2019/20
Totals of H/A of Employment Land	1.68					

Facilities

TABLE 6 PLANNING PERMISSIONS FOR GAIN AND LOSS OF COMMUNITY FACILITIES AND SERVICES

Planning Permission	Location	Proposal	Within or Adjacent to Existing Centres	Reasoning for Loss of Provision
14/00077/FUL	St Johns Church Greenway Road Widnes	Proposed extension to north side to create Community room	Within existing centre	N/a
14/00318/HBCFUL	Grangeway Youth and Community Centre Grangeway Runcorn	Proposed removal of 2m high steel mesh fencing from three sides of ball court and replacement to same line with 6m high steel ball stop fencing, erection of 2.4m high steel mesh perimeter fencing and double gate to existing garden area and creation of new pedestrian access to Community Centre grounds from highway footpath	Within existing centre	N/a

14/00336/COU	Preston Brook Marina Marina Lane Runcorn	Proposed change of use of 42 no. leisure berths to residential moorings	Within existing centre	The proposal complies with Policies BE 1, TP 12, TP 15 and S22 of the Halton Unitary Development Plan and is acceptable.
14/00555/FUL	Halebank C Of E Controlled Primary School Heath View Road Widnes	Proposed redevelopment of existing school, comprising demolition of existing buildings (except nursery building) and erection of new single storey school building, car parking, landscaping, play areas and ancillary works	Within existing centre	N/a
15/00107/FUL	Croftwood Whitchurch Way Runcorn	Proposed single storey extension to existing care home	Within existing centre	N/a
15/00295/FUL	Palacefields Community Park The Glen Runcorn	Proposed construction of play and recreational facilities, including children's climbing apparatus and a wheeled sports facility.	Within existing centre	N/a
15/00508/FUL	Halton St Marys C Of E Primary School Castlefields Avenue South	Proposed addition of 2 no. extensions to the front elevation of the school providing additional staff accommodation space and a secure lobby	Within existing centre	N/a

	Runcorn			
15/00585/HBCFUL	Fairfield Primary School Peel House Lane Widnes	Proposed extensions to both the junior and infant schools	Within existing centre	N/a
16/00076/FUL	Ormiston Chadwick Academy Liverpool Road Widnes	Proposed refurbishment of existing Artificial Grass Pitch to form extended pitch area with new playing surface, new 4.5m high ball stop fencing, replacement flood lighting, maintenance / sports equipment store	Within existing centre	N/a
16/00144/FUL	The Heath Specialist Technology College Clifton Road Runcorn	Proposed phased redevelopment of existing high school comprising provision of separate construction and school accessible zones, development of new school buildings, demolition of redundant buildings, hard and soft landscaping and provision of sports facilities	Within existing centre	N/a
16/00223/HBCFUL	Beechwood Primary School Grasmere Drive Runcorn	Proposed extension to existing play surface adjacent to southwest elevation of school including the construction of new retaining walls	Within existing centre	N/a
17/00202/COU	Land to the East of Wharford Lane And North of Sandymoor High School	Proposed Change of Use to a sports ground including the provision of a new grassed playing field, two tennis	Within existing centre	N/a

	Runcorn	courts, a 3G football pitch and associated works		
17/00216/FUL	St Michaels Catholic Primary School St Michaels Road Widnes	Proposed erection of standalone single storey meeting room within the grounds to the south of the school	Within existing centre	N/a
17/00279/COU	Unit 10B Whitworth Court Runcorn	Proposed change of use from office to enable use as gym / fitness studio	Within existing centre	N/a
17/00307/P3JPA	44 Victoria Road Widnes	Prior notification for proposed change of use at ground floor from retail for use as a Dance Studio	Within existing centre	N/a
18/00275/FUL	Cartref House Nursing Home 61 Derby Road Widnes	Conversion of existing care home to 9 no. apartments	Within existing centre	The proposal complies with Policies BE1, BE2, TP6, TP17 and GE27 and satisfies the requirements of the Core Strategy and the NPPF.
18/00532/PLD	23 South Parade Runcorn	Application for a certificate of proposed lawful development for use of the premises as a small children care home within the C3 (b) use class	Within existing centre	N/a
18/00582/DEM	Lord Taverners Woodside Youth Club	Prior notification of proposed demolition of former youth club	Within existing centre	The Council had no objection to the

	Palace Fields Avenue Runcorn			demolition and full planning permission was not required.
19/00024/ELD	12 Lunts Heath Road Widnes	Application for a Lawful Development Certificate for an existing use being the continuance of the use of the property as a small children's care home (use class C3b)	Within existing centre	N/a
19/00298/EDU	St Augustines Catholic Primary School Conwy Court Runcorn	Proposed erection of treehouse classroom within the school grounds	Within existing centre	N/a
19/00325/FUL	Open Land to Northeast of Village Street to The East and West of Keckwick Brook and to the West of the West Coast Rail Line	Proposed erection of 235 dwellings and 100 extra care apartments, together with car parking, landscaping, roads, bridges, footways, drainage infrastructure and associated works	Allocation	The site is allocated for development and forms parts of the Sandymoor Masterplan.
19/00359/COU	10 Coronation Drive Widnes	Proposed change of use from a former care home to a place of worship and meditation with ancillary living accommodation	Within existing centre.	The proposal complies with policies BE1, BE2 and H8 of the UDP and Core Strategy.
19/00500/COU	4 Bamford Close Runcorn	Proposed change of use from dwelling house (use class C3) to residential care home for up to two children (use class C2)	Within existing centre	N/a

19/00548/FUL	25 - 27 Appleton Village Widnes Cheshire	Proposed single storey wrap around extension to existing annexe to create contemporary teaching space for pre-school children (resubmission of refused application 19/00224/FUL)	Within existing centre	N/a
19/00615/HBCFUL	Chesnut Lodge School Green Lane Widnes	Proposed extension to school to provide one extra classroom	Within existing centre	N/a
20/00206/HBCFUL	Land At Moor Lane Widnes	Proposed demolition of existing buildings and the erection of a 2-storey leisure centre	Within existing centre	N/a
21/00102/FUL	Boat House Cholmondeley Road Runcorn	Proposed demolition of existing facilities and development of new clubhouse incorporating changing facilities, gym, social areas and ground floor boat and canoe	Within existing centre	N/a
21/00161/FUL	East Lane House East Lane Runcorn	Proposed demolition of the existing vacant office building and the erection of apartment block and townhouses totalling 153no. dwellings (use class C3), a 66no. bedroom care home (use class C2) and an 85no. bedroom hotel (use class C1) with associated hard and soft landscaping and parking	Within existing centre	N/a
22/00004/FUL	Land At Naylor Road Widnes	Proposed development of a two-storey special education needs and disability school (SEND) (use class F), as well	Adjacent to existing centre	The proposed development is consistent with

		as hard and soft landscaping, multi-use games area (MUGA) and sports pitches, creation of on-site car parking and creation of new vehicular		Policies GR1, GR2, C1, C2 and HC10 of the Delivery and Allocations Local Plan, and paragraph 95 of the NPPF which recognises the importance of ensuring sufficient choice of school places is available to meet the needs of existing and new communities. ⁵⁴
22/00056/COU	Former Doctor's Surgery 18 Lugsdale Road Widnes	Proposed change of use of the site from doctors to an SEN school, with associated car park layout changes and ancillary work	Within existing centre	N/a
22/00072/COU	59 Coroners Lane Widnes	Proposed change of use from former residential care home (use class C2) to 3. no residential dwellings (use class C3) along with internal and external remodelling	Within existing centre	The proposed change of use to 3no residential dwellings in this location would be an acceptable use for the land given the application site

⁵⁴ [\(Public Pack\)Agenda Document for Development Management Committee, 09/05/2022 18:30 \(halton.gov.uk\)](#)

				is designated as a primary residential area on the DALP Policies map. The means of access to the development are acceptable and a sufficient amount of parking would be provided as advised by the Council's Highways Officer. The proposal would bring back into use the vacant property that is in a prominent location and would also provide residential accommodation in the borough.
22/00625/COU	Westway Delph Lane Daresbury	Proposed change of use from a residential dwelling to a care facility) operating as a children and young person's specialist care facility for a maximum of six residents.	Within existing centre	N/a
23/00057/PRIOR	Cavendish High Academy Lincoln Close	Prior notification of proposed remodelling of school to include removal of a redundant garage, and	Within existing centre	N/a

	Runcorn	the erection of a two-classroom extension		
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Health

TABLE 7 MAJOR PLANNING PERMISSIONS FOR RESIDENTIAL USE (PROVISION OF HEALTH IMPACT ASSESSMENTS)

Planning Reference	Type	Decision Date	Address	Town	Total Dwellings	Provision of Health Impact Assessment
21/00161/FUL	Full	06-Feb-23	East Lane House, East Lane (aka The White House)	Runcorn	153	Yes
21/00613/FUL	Full	04-Apr-22	Former Express Dairies Site, Sewell St / Perry St	Runcorn	33	No
21/00628/FUL	Full	12-Aug-22	Land adjacent to Sandymoor Community Centre	Runcorn	49	No
22/00015/FUL	Full	10-Aug-22	Panorama Hotel, Castle Road	Runcorn	20	No
22/00034/REM	REM	28-Jul-22	Land Adjacent to Red Brow	Runcorn	108	No

			Lane, Daresbury Park			
22/00130/FUL	Full	24-Nov-22	81 High Street	Runcorn	66	No
20/00026/OUT	Outline	17-Oct-22	Land at Derby Road and Mill Lane Junction Roundabout	Widnes	42	No
20/00618/S73	Full	03-Jan-23	The New Inn, 294 Hale Road	Widnes	16	No
21/00470/REM	REM	13-May-22	Land Adjacent to Ditton Brook, Foundry Lane (Stobart's Training Centre)	Widnes	80	No
22/00020/FUL	Full	10-Jun-22	The Castle PH, 194 Warrington Road	Widnes	13	No

Housing

TABLE 8 PLANNING PERMISSIONS FOR SELF-BUILD DWELLINGS

Planning Reference	Decision Date	Address	Location	Description of Development	Status (31/03/2023)
20/00033/FUL	10-Jul-20	Land at 386 Hale Road	Widnes	Proposed erection of two storey detached dwelling on a similar footprint and in the same location as the previously demolished	Site Not Started

				dwelling and erection of single storey detached garage at 386 Hale Road Widnes Cheshire WA8 8UT	
22/00144/FUL	28-Jul-22	Land Adjacent to 22 Kemberton Drive	Widnes	Proposed erection of a dwelling on Land Adjacent To 22 Kemberton Drive Widnes	Site Not Started
15/00423/FUL	13-Jan-16	St.Lukes Vicarage, Coroners Lane, Farnworth	Widnes	Proposed erection of 2 No. two storey detached dwellings on Land to Northwest of The Junction Of Coroners Lane And Pit Lane Widnes	Site Completed
15/00423/FUL	13-Jan-16	St.Lukes Vicarage, Coroners Lane, Farnworth	Widnes	Proposed erection of 2 No. two storey detached dwellings on Land to Northwest Of The Junction Of Coroners Lane And Pit Lane Widnes	Site Completed
17/00078/FUL	26-Apr-17	Land adjoining 5 Weston Road	Runcorn	Proposed erection of 1 no. three storey dwelling house and creation of access on Land Adjoining 5 Weston Road	Site Completed
17/00425/FUL	03-Nov-17	Land To The North West Of The Rookery, Hobb Lane	Runcorn	Proposed development of 1 no. detached dwelling with integral garage, turning area and garden space at Land to The Northwest Of The Rookery Hobb	Site Completed
17/00509/REM	08-Feb-18	Barn To The Rear Of Morphany Cottage	Runcorn	Application for approval of reserved matters on permission 16/00453/OUT for appearance, landscaping, layout and scale (together with discharge of conditions 5 to 11 inclusive for development of 1 no. 4 bedroom 1.5 storey dwelling	Site Completed

18/00289/FUL	28-Nov-18	Rear of (Ivy Cottage) 106 Runcorn Road	Runcorn	Proposed erection of dwelling with access from Moss Lane within the rear garden area at Ivy Cottage 106 Runcorn Road Moore Cheshire WA4 6UB	Site Completed
17/00309/FUL	08-Nov-17	317 Upton Lane	Widnes	Proposed demolition of existing dwelling and erection of new 2 storey dwelling at 317 Upton Lane	Site Completed
20/00053/REM	17-Nov-20	Land at side of 137 Runcorn Road	Runcorn	Application for approval of Reserved Matters (Appearance, Landscaping, Layout and Scale) of outline permission 17/00602/OUT at Land to The East Of 137 Runcorn Road Moore Warrington Cheshire	Site Under Construction
18/00559/FUL	21-Dec-18	Land to rear of 21 Highlands Road	Runcorn	Proposed erection of one detached dwelling on land to rear of 21 Highlands Road Runcorn Cheshire WA7 4PS	Site Completed
19/00521/FUL	11-Dec-19	The Chains, Warrington Road	Runcorn	Proposed construction of 1no. two storey, four bed detached dwelling, single storey detached garage and associated works at The Chains Warrington Road Runcorn Cheshire WA7 1TB	Site Completed
19/00530/FUL	31-Mar-20	Rose Farm Barn, Moss Lane	Runcorn	Proposed demolition of single storey block of 9 stables and construction of 1 no. single storey dwelling at Rose Farm Barn Moss Lane Moore Warrington Cheshire WA4 6WF	Site Completed
21/00367/FUL	20-Sep-21	Land Between Grange Road North and Grange Park Avenue	Runcorn	Proposed erection of 1 no. detached dwelling with access and ancillary works at Land Between Grange Road North and Grange Park Avenue Runcorn	Site Under Construction

21/00295/FUL	11-Nov-21	Church End Farm, 5 Church End, Hale	Widnes	Proposed subdivision of plot, conversion and extension of existing annexe to form single dwelling at Church End Farm 5 Church End Hale Liverpool L24 4AX	Site Completed
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Nature

TABLE 9 PLANNING PERMISSIONS LOCATED IN PRIORITY HABITAT AREAS

Planning Reference	Location	Site Designation	Proposal	Measures
14/00161/FUL	Sandymoor North Phase 1, Runcorn	FGM Meadow and Reedbed Tier 4	Development of 219 dwellings	Conditions 4 and 17 sets out the requirements for survey work and biodiversity and ecology/habitat enhancement ⁵⁵
15/00152/FUL	Manor Park, Runcorn	FGM Meadow and Reedbed Tier 4	Extension to warehouse storage	Condition 2 (drawings) and the Ecology Report submitted with the application documents set out the requirements for reasonable avoidance measures to minimise the potential impacts on great crested newts ⁵⁶
15/00332/FUL	Johnsons Lane, Widnes	Woodland and Orchard Tier 3 and	Solar photovoltaic farm	Condition 9 sets out the requirements for the habitat management plan ⁵⁷

⁵⁵ [DN_1400161FUL.pdf \(halton.gov.uk\)](#)

⁵⁶ [DN_1500152FUL.pdf \(halton.gov.uk\)](#)

⁵⁷ [DN_1500332FUL.pdf \(halton.gov.uk\)](#)

		FGM Meadow and Reedbed Tier 3		
20/00064/FUL	Clifton former Land Fill Site, Runcorn	FGM Meadow and Reedbed Tier 1	Application for power generating facility	Conditions 8,9 and 10 set out the requirements for protection of breeding habitats, the Biodiversity Management Plan and the Reasonable Avoidance Measures for protection of the common lizard and terrestrial mammals ⁵⁸
21/00565/FUL	Land SE of Junction between Weaver Road and Cholmondely Road, Runcorn	FGM Meadow and Reedbed Tier 1	Installation of 100MW battery storage facility	Conditions 7 and 8 (breeding birds' mitigation and protection measures, Biodiversity Management Plan) ⁵⁹
22/00260/FUL	350 Blackheath Lane Runcorn	FGM Meadow and Reedbed Tier 4	Extension to warehouse storage	Condition 5,7 and 9 set out the requirements for breeding birds protection, Environmental Management Plan and Off-site Ecological Mitigation. ⁶⁰
23/00193/FUL	Land SE of Junction between Weaver Road	FGM Meadow and Reedbed Tier 1	Installation of a 135kw ancillary sub-station	Conditions 6,7,9 and 10 set out the requirements for reasonable avoidance measures for terrestrial mammals, common lizards, breeding birds protection and the biodiversity mitigation plan ⁶¹

⁵⁸ [DN_2000064FUL.pdf \(halton.gov.uk\)](#)

⁵⁹ [DN_2100565FUL.pdf \(halton.gov.uk\)](#)

⁶⁰ [DN_2200260FUL.pdf \(halton.gov.uk\)](#)

⁶¹ [DN_2300193FUL.pdf \(halton.gov.uk\)](#)

	and Cholmondely Road, Runcorn			
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TABLE 10 PLANNING PERMISSIONS LOCATED WITHIN COASTAL CHANGE MANAGEMENT AREAS

Planning Reference	Location	Description
22/00047/MGCON	Land At Widnes Lying Between Speke Roads and The River Mersey	Application to discharge condition No(s). 7 (COPE/CEMP/contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA, 12/00003/FULEIA, 13/00328/FUL and 08/00200/FULEIA and 15 (contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA and 12/00003/FULEIA and 16 (contamination) of 08/00200/FULEIA
22/00325/MGCON	Land At Widnes Lying Between Speke Road And The River Mersey	Application to discharge condition No(s). 7 (COPE/CEMP/contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA, 12/00003/FULEIA, 13/00328/FUL and 08/00200/FULEIA and 15 (contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA and 12/00003/FULEIA and 16 (contamination) of 08/00200/FULEIA
22/00460/FUL	Pickerings Pasture Mersey View Road Widnes	Retrospective application for proposed erection of a brazier beacon in celebration of the Queens platinum jubilee
22/00546/MGCON	Land At Widnes Lying Between Speke Road And The River Mersey	Application to discharge condition No(s). 7 (COPE/CEMP/contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA, 12/00003/FULEIA, 13/00328/FUL and 08/00200/FULEIA and 15 (contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA and 12/00003/FULEIA and 16 (contamination) of 08/00200/FULEIA

22/00586/MGCON	Land At Widnes Lying Between Speke Road And The River Mersey	Application to discharge condition No(s). 7 (COPE/CEMP/contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA, 12/00003/FULEIA, 13/00328/FUL and 08/00200/FULEIA and 15 (contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA and 12/00003/FULEIA and 16 (contamination) of 08/00200/FULEIA a
23/00093/MGCON	Land At Widnes Lying Between Speke Road and The River Mersey	Application to discharge condition No(s). 7 (COPE/CEMP/contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA, 12/00003/FULEIA, 13/00328/FUL and 08/00200/FULEIA and 15 (contamination) of permissions 12/00001/FULEIA, 12/00002/FULEIA and 12/00003/FULEIA and 16 (contamination) of 08/00200/FULEIA

TABLE 11 PLANNING PERMISSIONS FOR LOSS OF PROTECTED TREES (01/04/2022 AND 31/03/2023)

Planning Reference	Location of TPO	Description	Number of Trees Felled	Reasoning why Tree(s) given Permission to be Felled
22/00262/TPO	Delph Lane, Daresbury	Removal of 2 no. trees protected within TPO 075 (T7 Pine and T8 Cedar)	2	Tree T7 is in excessive decline and tree T8 is standing dead
22/00358/TPO	Whitley Close, Runcorn	Removal of an Ash tree protected within TPO 004	1	Suffering from ash die back
22/00386/TPO	Clinton Wood, Widnes	Felling of 1 no. Salix Fragilis protected within area W1 of TPO 014	1	The tree has developed a phototropic habit being located on the woodland edge and is now leaning excessively, presenting a heavy crown bias over the garden. As the tree increases in size there is a high risk of failure.

22/00534/TPO	Moughland Lane, Runcorn	Felling to ground level of 1 no. Chestnut Tree within area A5 of TPO 004.	1	The tree is in decline and has phytophthora
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TABLE 12 NO OBJECTION RAISED FOR LOSS OF TREE(S) IN A CONSERVATION AREA (01/04/2022 TO 31/03/2023)

Planning Reference	Location of Tree	Description	Number of Trees Felled
22/00166/TCA	Main Street, Runcorn	Felling of T1 pear tree	1
22/00263/TCA	Canal Side, Moore	Felling of 1 ash tree	1
22/00399/TCA	Heath Road South, Runcorn	Removal of three conifer trees and a sycamore tree	4
22/00609/TCA	Daresbury Lane, Daresbury	Felling of T18 Common Hawthorn Tree, T50 Common Pear Tree, T51 Common Pear Tree, T52 Myrobalan Plum Tree and T30 Common Pear Tree.	5
22/00627/TCA	Runcorn Road, Moore	Removal of 1 Maple tree	1

Open Space

TABLE 13 ON-SITE OPEN SPACE SECURED BY A SECTION 106 AGREEMENT (01/04/2014 TO 31/03/2023)

Planning Reference	Decision Date	Location	Proposal	Obligation Secured	Status
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14/00087/FUL	17/09/2014	Land on the north-side of Beechwood Avenue, Runcorn	In-lieu of on-site open space provision	£35,692.42	Funds received and secured for Wood Land Pond
16/00024/FUL	17/05/2016	Land to the northeast of Abbots Park and bounded by the M56 and Chester Road, Preston Brook, Runcorn	In-lieu of on-site open space	£22,299.75	Funds received
17/00389/FUL	20/06/2018	Land to rear of Appleton Village Pharmacy, Widnes	In lieu on-site open space	£11,714.64	Funds received
20/00028/FUL	19/11/2020	Canal Walks site, Halton Road Runcorn	In-lieu of on-site open space	£35,501.66	Funds received
21/00613/FUL	17/03/2022	Former site of Express Dairies Perry Street/Sewell Street Runcorn	In lieu on-site open space	£8659	Funds received

TABLE 14 OFF-SITE OPEN SPACE SECURED BY A SECTION 106 AGREEMENT (01/04/2014 TO 31/03/2023)

Planning Reference	Decision Date	Location	Reason for Requirement	Obligation Secured	Status
13/00042/FUL	16/04/2015	Former HDL, Queens Avenue, Widnes	Loss of designated greenspace Off-site open space contribution	£12,890.82	Funds received

13/00235/FUL/ 14/00476/S73	20/03/2015	188 Derby Road, Widnes	Off-site open space	£17,452.64	Funds received
14/00535/FUL	27/10/2015	Land adjacent to Church of Jesus Christ of Latter-Day Saints, Clifton Road, Runcorn	In-lieu of loss of open space for Runcorn Hill and Heath Park	£17,740	Funds received (PAST 2020 SPEND BY DATE)
15/00015/FUL	25/04/2016	Land at Crossway, Widnes	Provision and establishment of off-site open space / boundary improvements to King George V playing fields	£12,890.82	Funds received
15/00493/FUL	21/01/2016	Land bounded by Grangeway, Pine Road and Thorn Road, Runcorn	Loss of greenspace/in-lieu of on-street open space in the locality	£37,596.76	Funds received

TABLE 15 LOSS AND GAIN OF SPORTS/PLAYING PITCH PROVISION

Planning Permission	Location	Proposal	Loss/Gain Detail
16/00076/FUL	Ormiston Chadwick Academy Liverpool Road Widnes	Proposed refurbishment of existing Artificial Grass Pitch to form extended pitch area with new playing surface, new 4.5m high ball stop fencing, replacement flood lighting, maintenance / sports equipment store	Refurbishment -no loss or gain

17/00202/COU	Land to the East of Wharford Lane and North of Sandymoor High School Runcorn	Proposed Change of Use of vacant land to a sports ground including the provision of a new grassed playing field, two tennis courts, a 3G football pitch and associated works	Creation of: <ul style="list-style-type: none"> • 3g synthetic grassed football pitch • 2 synthetic grassed tennis courts • Grass pitched running track. Facilities are available for public use
20/00206/HBCFUL	Land At Moor Lane Widnes	Proposed demolition of existing buildings and the erection of a 2-storey leisure centre	The proposal will replace the existing facility at Kingsway, Widnes

Retail

TABLE 16 COMPLETION OF MAIN TOWN CENTRE USES WITHIN DESIGNATED CENTRES (GAIN AND LOSS)

District/Town Centre	Location Address	Planning Reference	Completion Date	Description	Loss/Gain	Floorspace (GIA) (SQM)
Runcorn Old Town	48-50 Church Street	14/00506/COU	2014	Change of use from hairdresser to cafe	Loss of hairdresser E (c) (iii) and gain of E (b) restaurant	19sqm
Widnes Town Centre	The Establishment, Victoria Square	15/00491/COU	2015	Change of use of first floor from a	Loss of C 1 hotel and gain of office E (g) (i)	929sqm

				hotel to office space		
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TABLE 17 PLANNING PERMISSION FOR MAIN TOWN CENTRE USES (GAIN AND LOSS)

Area	Location Address	Planning Reference	Stage of Development	Description	Floorspace (Gross)
Runcorn					
Sandymoor Local Centre, Runcorn	Sandymoor, Runcorn	21/00628/ FUL	Under Construction	New local centre (see allocations table for more detail)	E (a) 188.23sq.m E (e) 150.10sq.m SG 144.7sq.m
Runcorn Halton Lea In centre	Grosvenor House, Northway	20/00354/COU	Under Construction	Change of use of part of the ground floor and third floor from offices into 5 residential apartments and resident's gym	Loss of 359sq.m of E (g) (i)
Runcorn Old Town Centre	48 - 50 Church Street	14/00506/COU	Complete	Change of use from hairdressers to restaurant / cafe	Loss of 19sqm of E c (iii) and gain of 19sq.m of E (b)
Runcorn Out of Centre	22 Grange Road	14/00310/COU	Complete	Change of use from former shop to one bedroomed dwelling	Loss of 44sq.m of E (a)
Runcorn Out of Centre	Somerset Mews, 3-4 Loch Street	20/00149/COU	No Start	Change of use of the ground floor only from	Loss of 66sq.m of E (a) and gain of 66sq.m of E (e)

				Retail to a baby scanning business	
Runcorn Out of Centre	Coral Linkway	21/00240/COU	Under Construction	Change of use from betting office to use falling within Use Class E	Loss of 100sq.m of SG and gain of 100sq.m to E
Runcorn Out of Centre	Unit 3 Monks Way	21/00612/COU	No Start	Change of use from office to small animal veterinary practice	Loss of 752sq.m of E(g)(i), and gain of 752sq.m of E(e)
Runcorn Out of Centre	Suite 2 Weaver House Ashville Point	22/00227/COU	No Start	Change of use from offices to veterinary practice	Loss of 170sq.m of E(g)(i), Gain of 170sq.m of E(e)
Runcorn Out of Centre	Suite 2 Weaver House Ashville Point	22/00227/COU	No Start	Change of use from offices to veterinary practice	Loss of 170sq.m of E(g)(i), Gain of 170sq.m of E(e)
Runcorn Out of Centre	31-33 Ashridge Street	22/00640/COU	Under Construction	Retrospective change of use of ground floor from Use Class E to drinking establishment (sui generis)	Loss of 142sq.m of E (a) Gain of 130sq.m of SG, Overall loss of 12sq.m
Widnes					
Appleton Village, Widnes, Out of Centre	Former Amazing Glazing Showroom Appleton Village	23/00039/COU	No Start	Partial change of use from double glazing showroom to Café	Loss of 100sq.m of E(a) and gain of 100sq.m of E(b),

Bechers Local Centre, Widnes	4 Danescroft	20/00353/COU	No Start	Change of use from former pharmacy to snack/sandwich bar	Loss of 80sq.m of E (a) and gain of 80sq.m of SG
Hale Local centre	6/7 Ivy Farm Court, Town Lane	19/00332/COU	No Start	Change of use from former NHS clinic to mixed use pizza cafeteria and takeaway	Loss of 132sq.m of E(e) use and gain of 32sq.m of SG
Widnes Out of Centre	281 Warrington Road	14/00338/COU	Complete	Change of use of ground floor from (Bookmakers) to 1 no. residential apartment	Loss of 70sq.m of SG.
Widnes Out of Centre	116 & 118 Moorfield Road	20/00490/ FUL	Under Construction	Single storey rear extension and front and rear dormer extensions and part change of use from betting office to retail	Loss of 56sq.m of SG and gain of 63sq.m of E(a),
Widnes Out of Centre	1A Frederick Street	21/00020/COU	No Start	Change of use from former solicitors to Thai health spa and massage therapy	Loss of 130sq.m of E(c)(i), Gain of 130sq.m of SG
Widnes Out of Centre	The Blundell Arms, Hale Road	21/00156/COU	No Start	Change of use of the ground floor of the public house (use class sui generis) to convenience store	Loss of 270sq.m of SG and gain of 270sq.m of E (a)

Widnes Out of Centre	226 Liverpool Road	22/00129/ FUL	No start	Demolition of the existing wooden store structure and replacement with a new office/store space (Use Class E)	Gain of 13sq.m of E (g) (i)
Widnes Town Centre	The Establishment, Victoria Square	15/00491/COU	Complete	Change of use of first floor from a hotel to office	Loss of 929sq.m of C2 and gain of Office E (g) (i)
Widnes Town Centre	52-56 Albert Road	19/00372/COU	Under Construction	Proposed change of use to form 7 no. apartments, 6 at first floor level and 1 at ground floor, subdivision of existing ground floor restaurant to provide 3 no. units with use classes E	Loss of 300sq.m of E (b) and gain of 300sq.m of E use (mixed)
Widnes Town Centre	45 Albert Road	22/00154/COU	No start	Change of use from former betting shop to a hot food takeaway.	No loss or gain of floorspace

TABLE 18 RETAIL DEVELOPMENT IN EDGE OR OUT OF CENTRE LOCATIONS

Area	Location Address	Planning Reference	Stage of Development	Description	Sequential Assessment / Impact Assessment	Floorspace (Gross)
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Widnes Out of Centre	The Blundell Arms, Hale Road	21/00156/COU	No start	Proposed change of use of the ground floor (270m ²) of the public house (use class sui generis) to convenience store (use class E)	Sequential	Loss of 270sq.m of public house (SG) Gain of 270sqm of convenience store (E (a))
Widnes Out of Centre	Aldi Food store, Green Oaks Way	21/00278/ FUL	Under construction	Replacement food store	Sequential	Gain of 412sq.m of convenience store (E (a))

TABLE 19 COMPLETED OFFICE AND RETAIL USE (LOSS AND GAIN)

District/ Town Centre	Location Address	Planning Reference	Status	Description	Loss/Gain of Office or Retail	Floorspace (GIA) (SQM)
Runcorn Out of Centre	22 Grange Road	14/00310/COU	Complete	Change of use from former shop to one bedroomed dwelling	Loss of retail	44sq.m
Widnes Town Centre	The Establish- ment, Victoria Square	15/00491/COU	Complete 2015	Change of use of first floor from a hotel to office space	Gain of office space	929sq.m

TABLE 20 LONG TERM VACANT UNITS RUNCORN OLD TOWN

(Vacant at time of surveys for both April 2022 and 2023)

Street Number	Road	Floorspace GIA (sqm)	Primary Shopping Area
28	Church Street	117.10	Yes
32	Church Street	56.80	Yes
68	Church Street	48.45	No
70	Church Street	53.20	No
55	Church Street	56.70	Yes
67	Church Street	18.25	No
69	Church Street	90.00	No
	Fryer Street	49.00	Yes
2	Granville Street	32.40	Yes
5	Granville Street	260.00	Yes
3	High Street	47.00	No
35	High Street	89.44	No
3	Loch Street	33.30	No
12	Regent Street	72.60	No
14	Regent Street	14.62	No
26	Regent Street	13.76	No
52	Regent Street	61.13	No

TABLE 21 LONG TERM VACANT UNITS, HALTON LEA, RUNCORN*(Vacant at time of surveys for both April 2022 and 2023)*

Street Number	Road	Floorspace GIA (sqm)	Primary Shopping Area)
105	Bridge Walk	111.48	Yes
44	Forest Walk (Town Square)	2,369.01	Yes
49	Forest Walk (North)	139.35	Yes
82	Forest Walk (South)	232.26	Yes
84	Forest Walk (South)	408.77	Yes
92	Forest Walk	3,716.09	Yes
31	Forest Walk	Not available	Yes
12	Halton Lea	1,223.00	Yes
13	Halton Lea	379.00	Yes
1	Halton Lea	Not available	Yes
	Northway	Not available	No
6	Orchard Walk	111.48	Yes
10	Orchard Walk	111.48	Yes
3	Orchard Walk	288.00	Yes
39	Orchard Walk	394.83	Yes
8	River Walk	111.48	Yes

118	River Walk	278.71	Yes
97	River Walk	62.24	Yes
201	Town Square (Above)	91.04	Yes
207	Town Square (Above)	353.03	Yes
213	Town Square (Above)	33.44	Yes
	Town Square (Above)	33.44	Yes
	Town Square (Above)	16.72	Yes
	Town Square (Above)	149.57	Yes
	Town Square (Above)	875.14	Yes
	Town Square (Above)	33.44	Yes
	Town Square (Above)	33.44	Yes
	Town Square (Above)	33.44	Yes
	Town Square (Above)	33.44	Yes

	Town Square (Above)	Not available	Yes
	Town Square (Above)	1,569.58	Yes
	Town Square	Not available	Yes
4	Town Walk	62.24	Yes
10	Town Walk	92.90	Yes
74	Town Walk	62.24	Yes
5	Town Walk	353.03	Yes
9	Town Walk	214.55	Yes

TABLE 22 LONG TERM VACANT UNITS WIDNES TOWN CENTRE

(Vacant at time of surveys for both April 2022 and 2023)

Street Number	Road	Floorspace GIA (sqm)	Primary Shopping Area
46	Albert Road	31.50	No
52	Albert Road	257.25	No
58	Albert Road	35.25	No
66	Albert Road	45.90	No
70	Albert Road	51.78	No
72	Albert Road	89.10	No

86	Albert Road	38.48	No
41	Albert Road	78.00	Yes
65	Albert Road	76.00	No
73	Albert Road	42.50	No
75	Albert Road	63.11	No
79	Albert Road	59.40	No
10	Albert Square	130.05	Yes
15	Albert Square	138.60	Yes
18	Albert Square	50.40	Yes
20	Albert Square	72.80	Yes
9	Albert Square	164.90	Yes
14	Albert Square	95.81	Yes
15	Albert Square	501.62	Yes
19	Albert Square	97.30	Yes
25	Albert Square	89.40	Yes
26	Albert Square	82.15	Yes
28	Albert Square	129.94	Yes
17	Albert Square	170.45	Yes
1	Brook Street	82.50	Yes
	Kingsway	2,016.27	No

4	Robert Street	16.00	No
3	Rylands Street	13.75	No
152	Widnes Road	51.25	Yes
7	Widnes Road	142.54	No
13	Widnes Road	79.29	No
15	Widnes Road	26.25	No
17	Widnes Road	70.20	No
19	Widnes Road	30.80	No
21	Widnes Road	693.12	No
33	Widnes Road	49.03	No
33	Widnes Road	57.40	No
65	Widnes Road	29.25	No
17	Widnes Road	266.43	Yes
57	Widnes Road	345.90	No
116	Widnes Road	116.29	No
102	Widnes Road	218.82	No
106	Widnes Road	50.51	No
	Widnes Road	119.29	No
	Widnes Road	151.27	No
	Widnes Road	147.89	No

TABLE 23 CHANGE OF USE OF UPPER FLOORS

Location	Address	Planning Reference	Status at April 2023	Previous Upper Floor Use	Proposed Upper Floor Use
Widnes Town Centre	The Establishment, Victoria Square	15/00491/COU	Completed	Hotel - C1	Office - E (g) (i)
Widnes Town Centre	52 - 56 Albert Road	19/00372/COU	Under Construction	Restaurant -E (b)	Residential - C3
Halton Lea, Runcorn	Grosvenor House, Northway	20/00354/COU	Under Construction	Office - E (g) (i)	Residential -C3
Runcorn, Out of Centre	31 - 33 Ashridge Street	22/00640/COU	Completed (Retrospective)	Public House - SG	Residential – C3

TABLE 24 CHANGE OF USE TO RESIDENTIAL

Location	Address	Planning Reference	Status at April 2023	Previous Upper Floor Use	Number of Residential Units Created
Runcorn, Out of Centre	22 Grange Road	14/00310/COU	Completed	Shop E (a)	1
Widnes, Out of Centre	281 Warrington Road	14/00338/COU	Completed	Bookmakers SG	1
Widnes Town Centre	52 - 56 Albert Road	19/00372/COU	Under Construction	Restaurant E (b)	7

Halton Lea Town Centre	Grosvenor House, Northway	20/00354/COU	Under Construction	Offices E (g) (i)	5
Runcorn, Out of Centre	31 - 33 Ashridge Street	22/00640/COU	Completed (Retrospective)	Public House - SG	1
Total Dwellings Created					15

TABLE 25 PROGRESS OF RETAIL AND TOWN CENTRE ALLOCATIONS

Allocation Reference	Location	H/a	Proposed Use	Progress
TC1	Land to the north of the Brindley (former Brindley Mound), Runcorn Old Town	0.42	Retail & Leisure	Not progressed
TC2	Bus Interchange, Car Park and Former HDL, Runcorn Old Town	0.54	Retail	Not progressed
TC3	Widnes Retail Park (Phase 2)		Retail	Not progressed
TC5	East Lane House	1.14	Mixed (Retail, Leisure & Residential)	Demolition approved: 22/00065/DEM
TC6	Sandymoor Local Centre	1.35	Retail	Proposed development of a local district centre to include Retail units 1 & 2: Display or retail sale of goods, other than hot food, Use Class E(a) and/or Restaurants and Cafes, Use Class E(b); Retail units 3 & 4: Takeaways, Use class Sui Generis - hot food

				takeaways; Retail unit 5: Veterinary Practice, Use Class E(e). Elderly living facilities for the over 55's in the form of: an apartment block providing 20no. one bed flats and 24no. two bed flats, and 5no two bed bungalows - all Use Class C3(a) Dwelling houses; together with ancillary development including cycle stores for 20no cycles, and landscaping etc planning permissions: 21/00053/COND; 21/00177/COND; 21/00628/FUL; 21/00688/COND; 22/00029/COND; 22/00432/COND; 23/00230/NMA
TC7	TA Centre	1.44	Mixed (Retail & Residential)	Not progressed
TC8	Library, Grosvenor House, Former Magistrates Court, Police Station et al, Halton Lea	2.32	Mixed (Office, Retail, Leisure and Residential)	20/00354/COU; 21/00185/NMA Change of use of part of the building to 5 apartments
TC9	Albert Square car park		Retail	Not progressed
TC10	Daresbury Local Centre	0.39	Retail	Not progressed
TC11	South Widnes (West Bank)		Retail	Not progressed

TABLE 26 PLANNING DECISIONS CITING POLICY HC4

Planning Reference	Location	Proposal	Decision	Policy HC4 Cited
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21/00583/ADV	Pickerings Road, Mersey View Road and Foundry Lane Halebank	Application for Advertising consent for display of 12 no. non illuminated lamppost banners, 8 x banners at size 2.0 x 0.785m (4 on Pickerings Road, 4 on Foundry Lane) and 4 x banners at size 1.4m x 0.400m (Mersey View Road)	Permitted 26/04/2022	Yes
21/00585/ADV	Astmoor Road Runcorn	Application for Advertising consent for display of 12 no. non illuminated lamppost banners, size 2.0 x 0.785m	Permitted 27/04/2022	Yes
22/00123/ADV	17 Albert Road Widnes	Application for advertising consent for 1 no. internally illuminated fascia sign and 1 no. internally illuminated projecting sign	Permitted 28/04/2022	Yes
22/00168/ADV	Church View 38 Lunts Heath Road Widnes	Application for advertising consent for replacement corporate advertising scheme including illuminated and non-illuminated signage	Permitted 24/05/2022	Yes
22/00224/ADV	Natwest 146 Widnes Road Widnes	Application for advertising consent for replacement corporate advertising display comprising 3no. internally illuminated fascia signs, 1no. internally illuminated projecting sign, 1no. internally illuminated ATM surround, replacement of 1no. opening times sign and 2no. parking signs, installation of privacy glazing manifestations and installation of 1no. shopfront 55-inch digital screen facing the street	Permitted 22/06/2022	Yes

22/00270/ADV	19 Church Street Runcorn	Application for advertising consent for proposed corporate display comprising 2.no internally illuminated fascia signs and 1.no internally illuminated projecting sign	Permitted 28/07/2022	Yes
22/00285/ADV	Green Oaks Way Widnes	Application for advertising consent for the installation of 74 no. pole mounted non illuminated signs for car park management system on existing car park	Refused 12/10/2022	Yes
22/00312/ADV	Footpath O/S 32 Albert Road Widnes	Application for advertising consent for street hub unit with two digital 75 inch LCD display screens, one on each side of the unit	Permitted 01/03/2022	Yes
22/00313/ADV	Footpath O/S 162- 164 Widnes Road Widnes	Application for advertising consent for street hub unit with two digital 75 inch LCD display screens, one on each side of the unit at	Permitted 09/03/2022	Yes
22/00314/ADV	Footpath O/S 217 Birchfield Road Widnes	Application for advertising consent for street hub unit with two digital 75 inch LCD display screens, one on each side of the unit	Refused 09/03/2022	Yes
22/00332/ADV	Footpath O/S 2-4 Albert Road Widnes	Application for advertising consent for street hub unit with two digital 75 inch display screens, one on each side of the unit	Permitted 09/03/2022	Yes
22/00340/ADV	Footpath Adjacent To 45 Widnes Road Widnes	Application for advertising consent for street hub unit with two digital 75 inch LCD display screens, one on each side of the unit at	Permitted 09/03/2022	Yes

22/00428/ADV	Trident Retail and Leisure Park Halton Lea Runcorn	Application for advertising consent for 1 no. main internally illuminated site totem sign and 1 no. secondary externally illuminated totem sign	Permitted 17/11/2022	Yes
22/00555/ADV	254 Halton Road Runcorn	Application for advertising consent for 1 no. non illuminated hand painted mural sign on east facing wall of recent extension to end-terrace dental practice	Permitted 08/12/2022	Yes
23/00038/ADV	HSBC UK High Street Runcorn	Application for advertising consent for replacement cash machine signage	Permitted 23/02/2023	Yes
23/00059/ADV	Unit 2 Widnes Shopping Park Widnes	Application for advertising consent for proposed corporate advertising display comprising 2 no. internally illuminated fascia signs and 2 no. illuminated hanging signs	Permitted 20/03/2023	Yes

TABLE 27 PLANNING PERMISSION GRANTED FOR HOT FOOD TAKEAWAY'S

Prior to adoption of the DALP in March 2022 development of/change of use to hot food takeaways was not closely monitored, as such there may be some data gaps.

District/Town Centre	Location Address	Planning Reference	Percentage of Hot Food Takeaways in Retail Centres	Date of Planning Permission	Floorspace (GIA) (SQM)	Description
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Hale Local Centre	6/7 Ivy Farm Court, Town Lane, Hale	19/00332/COU	1 of 10 = 10%	09/04/2020	132	Proposed change of use from former NHS clinic to mixed use pizza cafeteria and takeaway
Bechers, Local Centre, Widnes	4 Danescroft	20/00353/COU	2 of 8 = 25%	27/08/2020	80	Proposed change of use from former pharmacy to snack/sandwich bar (Use Class A3)
Widnes Town Centre	45 Albert Road	22/00154/COU	4 of 136 = 3%	12/07/2022	95	Proposed change of use from former betting shop to a hot food takeaway

TABLE 28 PLANNING PERMISSIONS WITH TRAVEL PLANS (01/04/2022 TO 31/03/2023)

Planning Reference	Decision Date	Address	Proposal
21/00161/FUL	06/02/2023	East Lane House East Lane Runcorn	Proposed demolition of the existing vacant office building and the erection of apartment block and townhouses totalling 153no. dwellings (use class C3), a 66no. bedroom care home (use class C2) and an 85no. bedroom hotel (use class C1) with associated hard and soft landscaping and parking

21/00628/FUL	12/08/2022	Land Bounded By Pitts Heath Lane and Otterburn Street Sandymoor Runcorn	Proposed development of a local district centre to include Retail units 1& 2: Display or retail sale of goods, other than hot food, Use Class E(a) and/or Restaurants and Cafes, Use Class E(b); Retail units 3 & 4: Takeaways, use class Sui Generis - hot food takeaways; Retail unit 5: Veterinary Practice, Use Class E(e). Elderly living facilities for the over 55's in the form of: an apartment block providing 20no. one bed flats and 24no. two bed flats, and 5no two bed bungalows - all Use Class C3(a) Dwelling houses; together with ancillary development including cycle stores for 20no cycles, and landscaping
22/00094/COU	03/11/2022	Unit 1 Melba House Picow Farm Road Runcorn	Proposed change of use to Class B8 (Storage or Distribution), together with associated external alterations
22/00101/FUL	12/10/2022	Riverside College Kingsway Widnes	Proposed alterations to fenestration of existing facade to main building and four storey extension to main building to create engineering workshops and classrooms, plus new substation to west of the site
22/00106/S73	19/05/2022	Unit 1 Land Off Gorsey Lane Widnes	Section 73 to vary conditions 21 and 22 of permission 21/00010/S73, Section 73 to vary condition 1 of permission 19/00240/FUL and amended by application 20/00611/NMA
22/00130/FUL	24/11/2022	81 High Street Runcorn	Proposed demolition of existing building and the erection of up to 66 independent living apartments with ancillary support services and communal facilities, together with associated landscaping, amenity space and car parking

22/00152/FULEIA	20/12/2022	Land Off Lovels Way Halebank, Widnes	Proposed storage and distribution unit (B8 use) with ancillary offices (E(g)(i) use), electricity substation, two security gatehouses, vehicle wash, highways infrastructure including accesses, car parking, service and delivery areas and associated other works including ground works, drainage and landscaping
22/00260/FUL	08/11/2022	Onyx 350 Blackheath Lane Runcorn	Proposed extension to existing warehouse (use class B8), ground works and associated works
22/00278/S73	03/08/2022	Land To the West of Junction Between Hardwick Road and Astmoor Road Runcorn	Section 73 to vary condition numbers 2, 7, 8, 13 and 17 of planning permission 20/00536/FUL [Proposed employment development comprising 13 units totalling 2545 sqm metres to provide E(g), B2 & B8 uses]
22/00307/REM	17/01/2023	Land to the South of Newstead Road Bound by The London and Western Railway and Ditton Brook	Application for the approval of reserved matters (access, appearance, landscaping, layout and scale) of outline planning permission 20/00445/OUT for the erection of two storage and distribution buildings (Use Class B2/B8) including ancillary office space/staff facilities (Use Class E(g)(i)) with associated loading bays, HGV/car parking, landscaping, pedestrian/cycle connections and associated infrastructure (dual unit scheme)

22/00308/REM	17/01/2023	Land to the South of Newstead Road Bound by The London and Western Railway and Ditton Brook	Application for the approval of reserved matters (access, appearance, landscaping, layout and scale) of outline planning permission 20/00445/OUT for the erection of a single storage and distribution building (Use Class B2/B8) including ancillary office space/staff facilities (Use Class E(g)(i)) with associated loading bays, HGV/car parking, landscaping, pedestrian/cycle connections and associated infrastructure (single unit scheme)
23/00057/PRIOR	23/03/2023	Cavendish High Academy Lincoln Close Runcorn	Prior notification of proposed remodelling of school to include removal of a redundant garage, and the erection of a two-classroom extension

TABLE 29 COMPLETIONS OF NON-RESIDENTIAL DEVELOPMENT COMPLYING WITH PARKING STANDARDS (01/04/2022 TO 31/03/2023)

Address	Planning Application Reference	Description of Development	Compliance with Car Parking Standards
Picow Farm Depot Picow Farm Road Runcorn Cheshire	21/00681/FUL	Proposed new salt barn to house salt for Highways use, constructed in durable timber	Not applicable to the proposal. The site is located in an existing employment area. Highways have raised no objections.
Open Bus Park - Caldwell Road Widnes	22/00198/HBCFUL	Creation of vehicle parking area	Not applicable – the proposal is not considered to be a material change of use as the proposed and existing use is for car parking

GCP Applied Technologies UK Ltd Widnes Business Park Foundry Lane Widnes	22/00219/FUL	Proposed installation of 2 no. prefabricated buildings to the rear aspect of the site	Not applicable – the proposal is ancillary to the existing employment use, no additional parking deemed to be necessary
INOVYN ChlorVinyls Ltd Runcorn Site HQ Bankes Lane, Runcorn	22/00310/FUL	Retrospective application for planning permission for demolition of existing stores building and construction of new research and development facility on the existing chemical site	Does not comply with car parking standards as set out at Appendix D of the DALP. The Highways Officer was satisfied that provision was acceptable for the site.

TABLE 30 PROVISION OF SITES FOR WASTE MANAGEMENT PURPOSES (2014 TO 2023)

Planning reference	Year of Permission	Status of Development	Facility type	Site Name	New Capacity (tonnes per annum)	Waste Hierarchy position
14/00613/FUL	14/15	Unknown	Incinerator Bottom	Ash Recycling Land Bounded by Dismantled Railway and South of Johnsons Lane Widnes	250000	Preparing for re-use/ Recycling
15/00180/FUL	15/16	Operational	Landfill restoration	Hedco Closed Landfill Site, Desoto Road, West Bank Estate, Widnes	32800	Disposal
15/00256/FUL	15/16	Operational	Anaerobic Digestion (extension	Refood UK Ltd, Desoto Road, Multi Modal Gateway, Widnes	20000	Other Recovery

15/00332/FUL	15/16	Unknown	Inert land raise (followed by installation of solar scheme)	South of Johnsons Lane, Widnes	189600	Disposal
16/00124/FUL EIA	16/17	Operational	Waste Transfer Station	WSR Recycling Ltd Ditton Road Widnes	100000	Recycling
16/00158/COU	16/17	Operational	Processing and storage of wood facility	Land To the Northwest of Junction Between Ditton Brook and Stewards Brook, Foundry Lane, Widnes	150000	Other Recovery
17/00435/WST	17/18	Unknown	Biomass boiler at Waste Transfer Station	GSH Waste Recycling LTD Pickerings Road Widnes	0	Other Recovery
18/00417/S73	18/19	Operational	Energy from Waste facility – variation of condition to increase amount of fuel delivered by road	Runcorn Energy from Waste Facility Barlow Way Off Picow Farm Road	250000	Other Recovery
19/00008/FUL	18/19	Unknown	Proposed extension to the raw material reception building	Secanim Desoto Road Widnes	0	Other Recovery



Halton Borough Council
AUTHORITY
MONITORING REPORT
HOUSING
2023



Halton Borough Council**Authority Monitoring Report****Housing 2023****(Base date 31st March 2023)****Sept 2023****Version History**

Version	Revisions	Lead(s)	Author(s)	Checked	
v1			KBowen		25/10/2023
v2			KBowen		15/01/2024

Summary of Key Findings

2023 Headline findings and observations

- **368 gross completions** – 85 of these were affordable homes (23%) (Compared to 22 (14%) gross in 2021/22)
- 1 demolition
- 1 loss from conversion
- 4 losses from change of use
- **362 net completions** (Compared to 152 net completions in 2021/22)
- **264 units currently under construction** (Compared to 117 under construction in 2021/22)

2022/23 Completions by developer type, dwelling type and bedroom capacity

	Houses							Flat, Maisonettes, Apartments					Total
	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	5+ Bed	ALL	1 Bed	2 Bed	3 Bed	4/+ Bed	ALL	Total
RSL *	0	20	8	0	0	0	28	33	24	0	0	57	85
Private Sector	0	14	99	65	0	0	178	8	97	0	0	105	283
Affordable via S106	0	0	0	0	0	0	0	0	0	0	0	0	0
All	0	34	107	65	0	0	206	41	121	0	0	162	368

* Registered Social Landlords (Housing Associations etc.)

	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	5+ Bed	ALL
All tenures / All Dwelling Types	41	155	107	65	0	0	368
	11%	42%	29%	18%	0%	0%	100%

In the Registered Provider (RSL) sector and the Private sector the majority of new build housing has been 2 Bed Flats. There have been no houses secured through Section 106 Agreements.

2022/23	Halton	
Net completions April 2022 to March 2023	362	a
Dwellings under construction @ 31st March 2023	264	b
Local Plan annualised target	350	c
Surplus/deficit against the Local Plan annualised average 2022/23	+12	c-a

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I. Scope and Policy Context

- I.1 It is essential that Halton Council have an up-to-date statutory development plan in order to provide robust planning for the Borough. The Halton Delivery and Allocations Local Plan (DALP) was adopted in March 2022. The Plan sets out the long-term spatial vision, strategic priorities and policies for future development in the borough to 2037, including the quantity and location of new homes, employment provision, shops, facilities and other services, transport and other infrastructure provision, climate change mitigation and adaption and the conservation and enhancement of the natural and historic environment.
- I.2 The DALP sets out the planning policies and land allocations to guide decisions on the location, scale and type of development and changes in the way land and buildings are used.
- I.3 This Report will refer to the following Policy requirements set out within Policy CS(R)3 of the DALP regarding housing supply and locational priorities:
- A minimum of 8,050 net additional homes to be provided between 2014 and 2037 at an average rate of 350 dwellings per annum.
 - To achieve at least 30% of new housing on previously developed land (PDL) over the plan period (including conversions).
 - To ensure efficient use of land, a minimum density of 30 dwellings per hectare will be sought. In more accessible locations, densities of 40 dph or greater should be achieved.
 - To maintain a 5 year supply of deliverable housing land across the borough
 - On sites of 10 or more dwellings, with the exception of brownfield sites, the mix of new property types delivered should contribute to addressing identified needs with an affordable housing requirement of 20% on Strategic Housing Sites and 25% on Greenfield Development (Policy CS(R)13).
- I.4 This report also provides data on longer term take-up rates for housing within Halton Borough since 2004.
- I.5 It seeks to inform and monitor the performance for residential completions in Halton and to report on key areas of performance of the previous financial year, namely:
- gross and net dwellings completed.
 - proportion of dwellings completed on previously developed (brownfield) land.
 - completions by house type and bed spaces.
 - delivery of affordable units.
 - density of housing completions.

2. Housing Delivery

2.1. 174,600 dwellings were completed in the UK during the financial year 2022/23, a slight increase of 2% compared with the same time last year. This is 24% below the peak of 2007. The majority of Met and Shire Counties have seen a decrease of completions with Merseyside and Greater Manchester showing a decrease of around 62% compared to last year. Lancashire have seen a 15% increase of completions compared with last year.¹

Housing Completions

2.2. The number of completions in Halton has increased significantly with 368 dwellings (gross) completed in the 12 month monitoring period in 2022/23 - 273 dwellings in Runcorn and only 95 in Widnes (see Appendix A). Dwellings lost through demolition and conversion amount to 6 homes, resulting in a net figure of 362 dwellings.

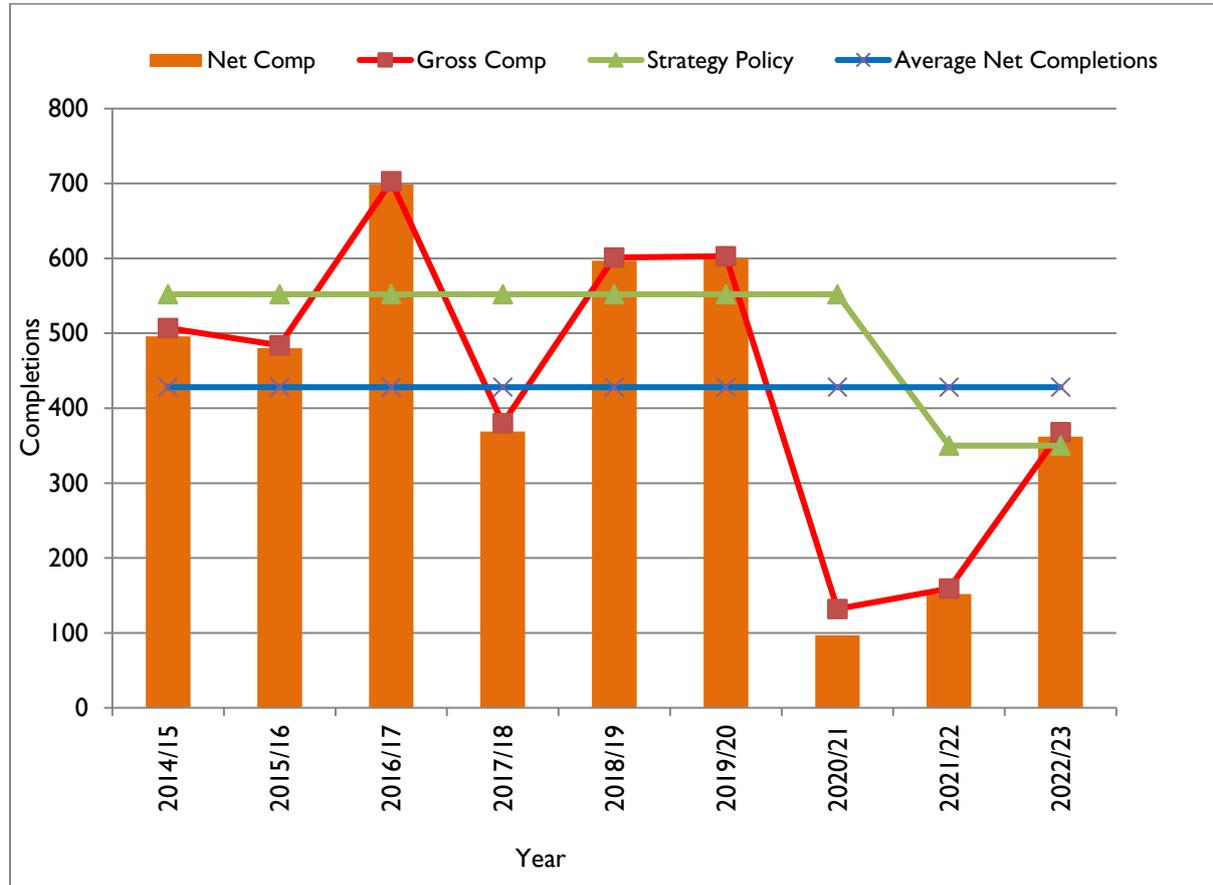
Halton	Gross Dwelling Gain	Losses from demolitions / conversions	Net Dwelling Gain
2003/04	616	439	177
2004/05	504	108	396
2005/06	744	7	737
2006/07	561	143	418
2007/08	547	234	313
2008/09	398	5	393
2009/10	225	111	114
2010/11	261	90	171
2011/12	325	8	317
2012/13	343	27	316
2013/14	262	35	227
2014/15	507	11	496
2015/16	484	4	480
2016/17	703	5	698
2017/18	380	11	369
2018/19	601	4	597
2019/20 *	603	3	600
2020/21 *	132	35	97
2021/22	159	7	152
2022/23	368	6	362
Total	8,723	1,293	7,430
Average	436	65	372
2014/15 to 2022/23 (Total)	3,937	86	3,851
2014/15 to 2022/23 (Average)	437	10	428

¹ <https://www.gov.uk/government/statistical-data-sets/live-tables-on-house-building>

* The 2019/20 figure covers a 16 month period (suggesting a 12 month figure of $(603/16)*12= 452$)

* The 2020/21 figure only covers a 8 month period (suggesting a 12 month figure of $(132/8)*12= 198$)

Figure 1 – Dwelling Completions in Halton 2014 – 2023

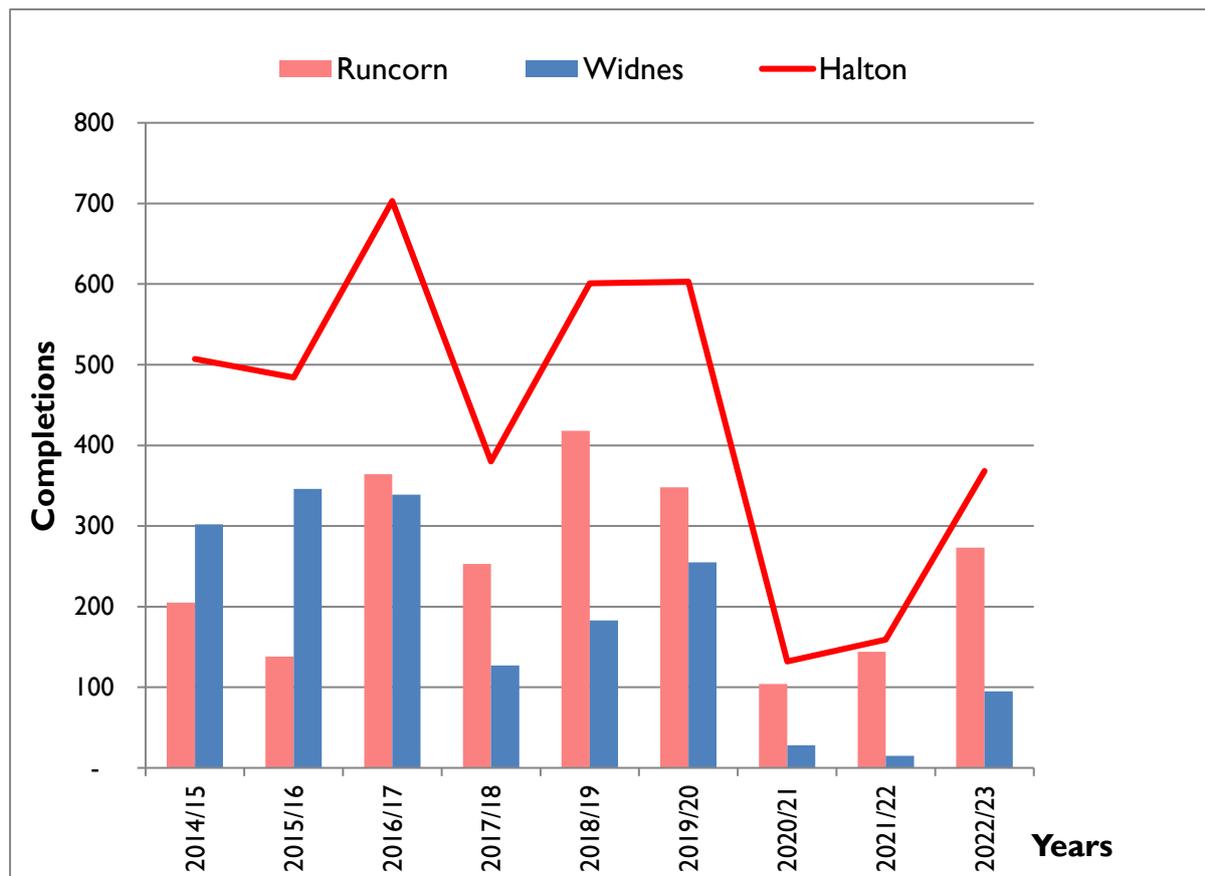


Location

- 2.3. DALP (Policy CS(R)3) sets out how Halton will change over the coming years and where and when development will happen, the policy states that new development within the Borough should deliver 8,050 new homes within the plan period at an average of 350 net new homes each year until 2028. There have been 3,851 net dwellings completed within Halton since 2014, an average of 428 dwellings each year.
- 2.4. Since 2014, 2,196 net dwellings have been completed in Runcorn and 1,655 in Widnes, leaving 4,113 more homes to be built in Halton to 2037 (an average of 294 homes each year).
- 2.5. Figure 2 shows the split between Runcorn and Widnes, again showing a larger split in dwellings completed in Runcorn with similar proportions in total completions in Halton compared over the last few years.

Table 2 - Completed Housing Development in Runcorn & Widnes 2022/23

2022/23	Gross Dwelling Gain	Losses from demolitions / Conversions	Net Dwelling Gain	
Runcorn	273	3	270	75%
Widnes	95	3	92	25%
Halton	368	6	362	100%

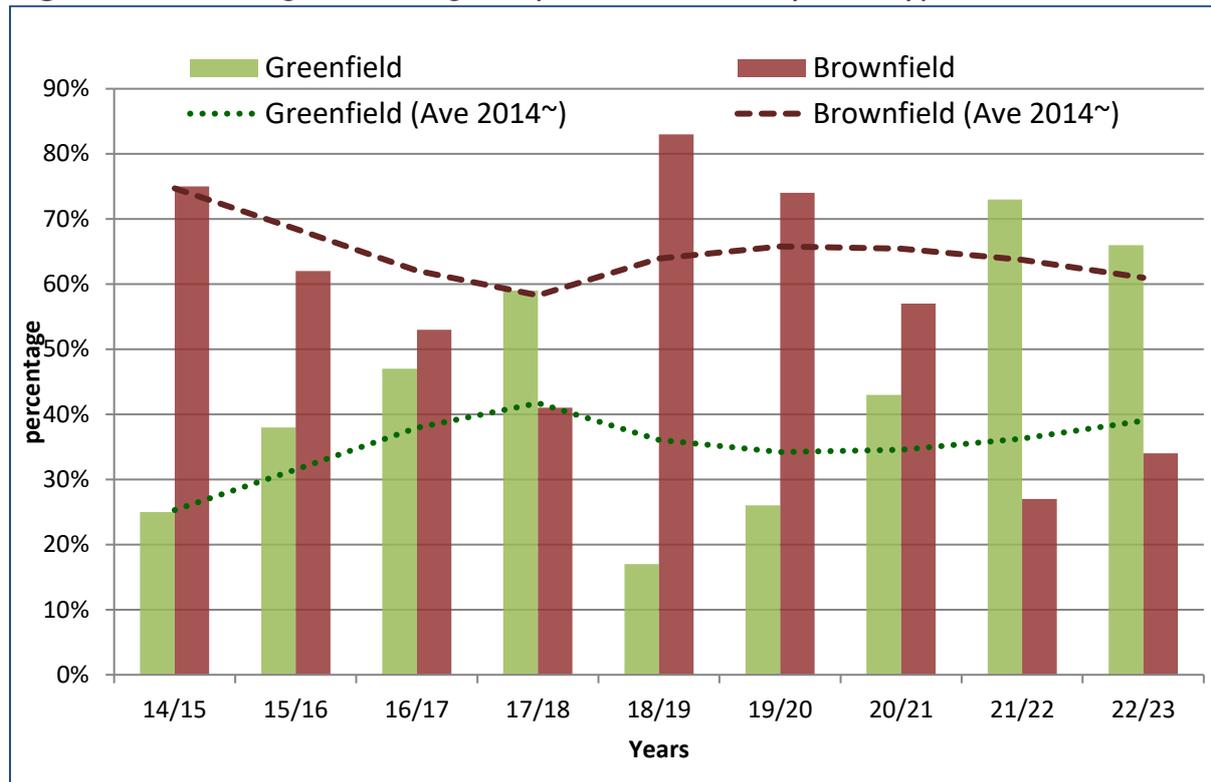
Figure 2 – Dwelling Completions in Halton 2014 – 2023 by Town

Monitoring Framework

2.6. The DALP's Monitoring Framework contains a number of indicators with targets which sets out how we will measure how successful the policies within the Plan are being implemented. The delivery of housing development from 2014 on previously developed land is recorded in table 3 below.

Brownfield / Greenfield Split

2.7. National Planning Policy Framework (NPPF) encourages the re-use of previously developed land. DALP (Policy CS3) states that an average of 40% of new residential development is to be built on previously developed land over the plan period. In 2022/23, 34% of completions were on Brownfield sites, an increase compared to 27% of completions the previous year.

Figure 3 – Percentage of Housing Completions in Halton by Land Type 2014 - 2023**Table 3 – Housing Completions in Halton by Land Type 2014 - 2023**

Halton	Greenfield	GF%	Brownfield	PDL%	Gross Dwellings	Net Dwellings	Losses
2014/15	128	25%	378	75%	506	495	11
2015/16	184	38%	300	62%	484	480	4
2016/17	330	47%	373	53%	703	698	5
2017/18	223	59%	157	41%	380	369	11
2018/19	100	17%	501	83%	601	597	4
2019/20	156	26%	447	74%	603	600	3
2020/21	57	43%	75	57%	132	97	35
2021/22	116	73%	42	27%	158	152	6
2022/23	242	66%	126	34%	368	362	6
Total	1536		2399		3935	3850	85
Average	171	39%	267	61%	437	428	9

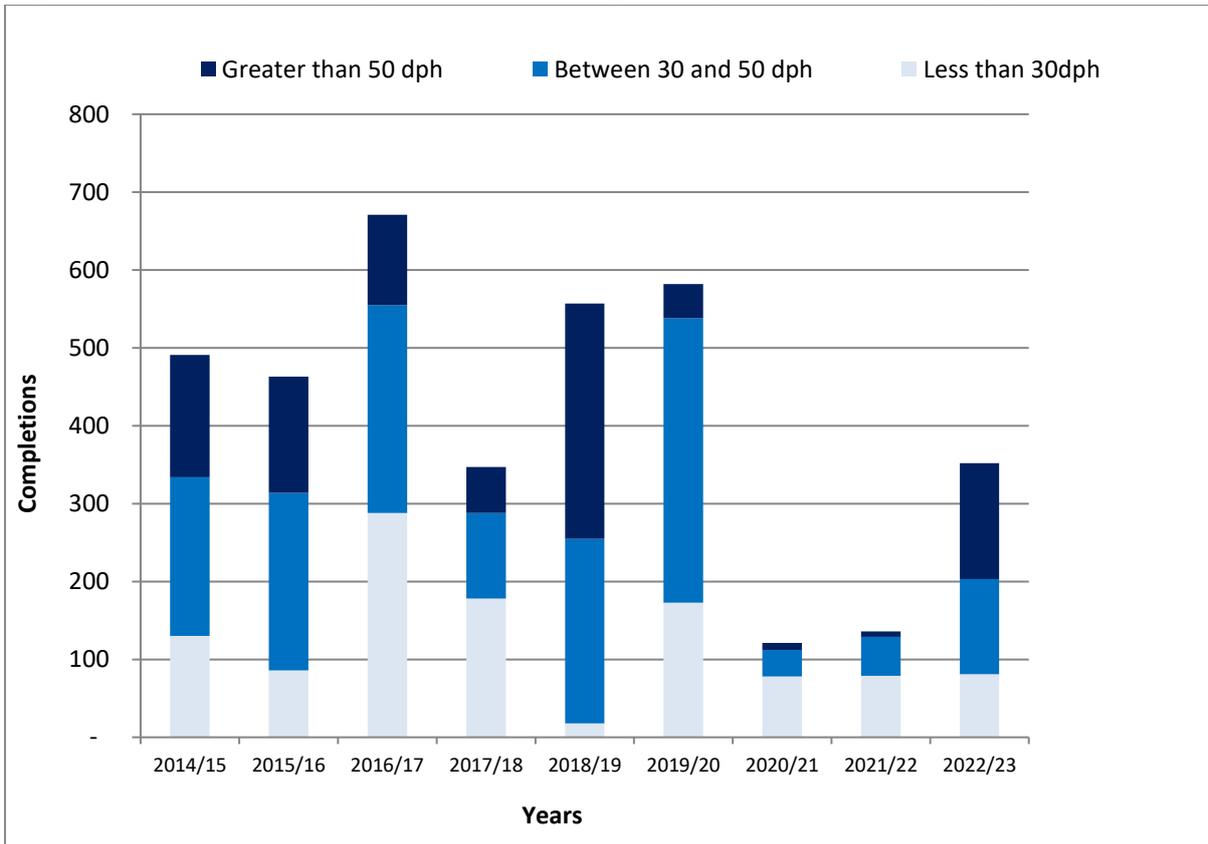
Density

2.8. Policy CS(R)3 of the DALP sets a target minimum density of 30dph, rising to a minimum density of 40dph in proximity to Town and Local Centres or Transport Interchanges. The percentage of new housing developments at a density of less than 30 dwellings per hectare has fallen noticeably to 23%, compared to 58% in 2021/22.

Table 4: Density of Completions on Housing Sites (of 5 or more dwellings) 2014 - 2023

Year	Less than 30dph	Between 30 and 50 dph	Greater than 50 dph	Halton Sites	% less 30	% 30_50	% grt 50
2014/15	130	204	157	491	26%	42%	32%
2015/16	86	228	149	463	19%	49%	32%
2016/17	288	267	116	671	43%	40%	17%
2017/18	178	110	59	347	51%	32%	17%
2018/19	18	237	302	557	3%	43%	54%
2019/20	173	365	44	582	30%	63%	8%
2020/21	78	34	9	121	64%	28%	7%
2021/22	79	50	7	136	58%	37%	5%
2022/23	81	122	149	352	23%	35%	42%

Figure 4 - Density of Completions on Housing Sites (of 5 or more dwellings) 2014 - 2023



Housing Mix

2.9. DALP CS(R)12 looks for sites with 10 or more dwellings to provide a mix of property types to contribute to the needs identified in the Strategic Housing Market Assessment (SHMA). This is in line with the NPPF which looks for planning authorities to plan for a mix of housing based on current and future demographic trends, market

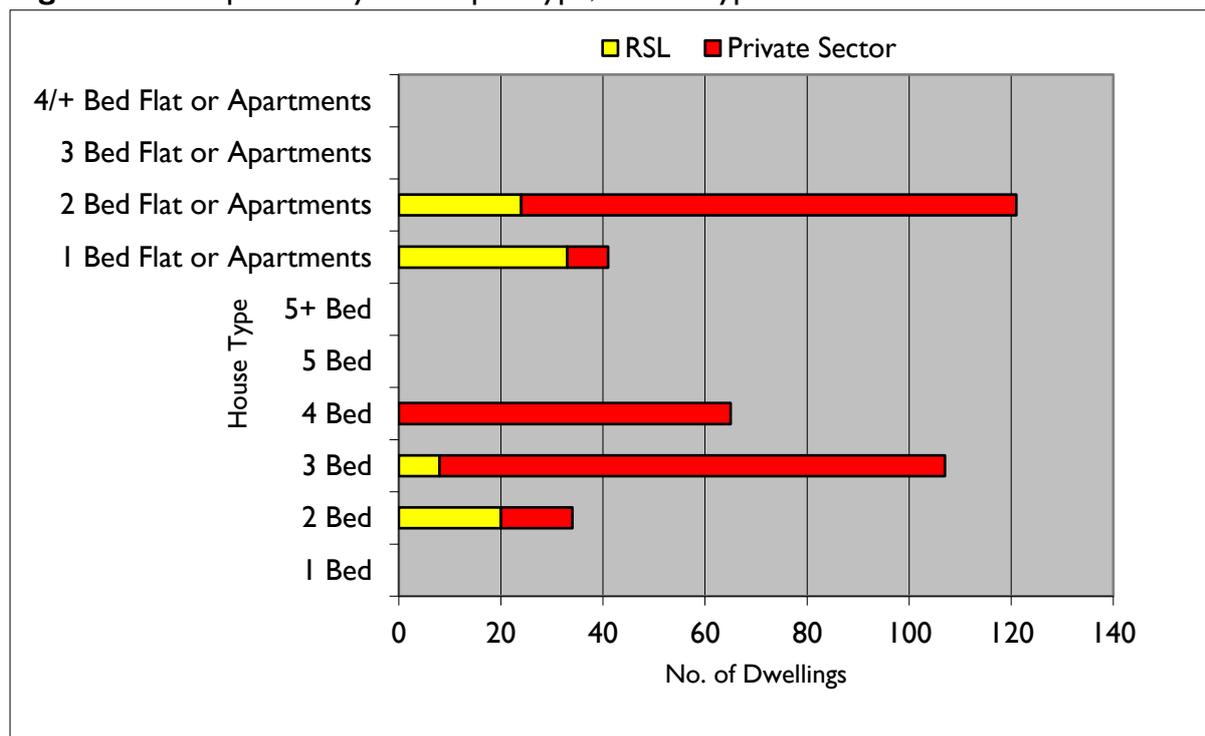
trends and the needs of different groups in the community. A significant proportion of the dwellings completed in 2022/23 were flats, accounting for 44% of all completions.

2.10. 56% of all dwellings completed were houses. 48% of all houses completed by the private sector were 3 Bed houses compared with only around 4% of 3 beds completed by registered social landlords.

2.11. 2 Bed flats, maisonettes or apartments account for 33% of all units completed compared with around 3% in 2021/22.

	Houses							Flat, Maisonettes, Apartments					Total
	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	5+ Bed	ALL	1 Bed	2 Bed	3 Bed	4/+ Bed	ALL	Total
RSL	0	20	8	0	0	0	28	33	24	0	0	57	85
Private Sector	0	14	99	65	0	0	178	8	97	0	0	205	283
Affordable Units via S106	0	0	0	0	0	0	0	0	0	0	0	0	0
All	0	34	107	65	0	0	206	41	121	0	0	262	368

	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	5+ Bed	ALL
All tenures / All Dwelling Types	41	155	107	65	0	0	368
	11%	42%	29%	18%	0%	0%	100%

Figure 5 - Completions by Developer Type, House Type and Size in 2022/23**Table 7 - Proportion of Affordable Dwellings**

	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	Totals
Total Gross Dwellings	506	484	703	380	601	603	132	159	368	3936
Private Sector	249	338	565	288	538	528	107	137	283	3033
Affordable Units by Housing Associations / RPs	257	146	138	92	63	75	25	22	85	903
Affordable Units Secured via S106	0	0	0	0	0	0	0	0	0	0
Proportion of Affordable Dwellings	51%	30%	20%	24%	10%	12%	19%	14%	23%	23%

2.12. There were 85 affordable dwellings completed in 2022/23, this equates to around 23% of the gross numbers of homes completed in the year. All of these affordable dwellings were provided by a Registered Provider, and none were secured through S106 agreements on market housing sites.

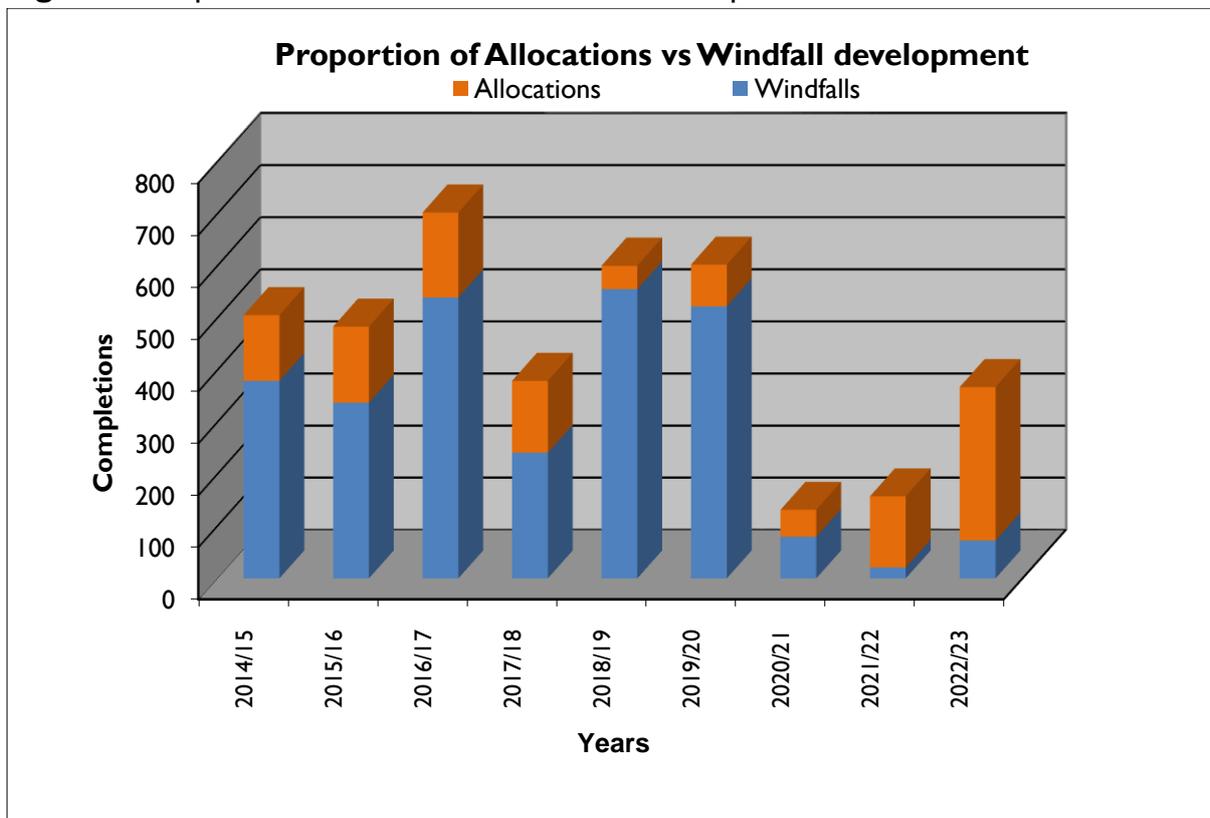
2.13. The significant increase in greenfield development over the past few years has not continued to rise this year with a noticeable small increase in development on brownfield sites. There has been a significant increase in the levels of 1 and 2 bed flats completed together with a continuing level in the proportion of 3 bed dwellings built which all hint at the types of residential developments that are currently been completed in Halton.

Windfalls and Allocations

2.14. During 2022/23 there were 295 completions on 8 sites which were allocated in the Halton Local Plan.

2.15. Windfall development is defined in the NPPF as 'sites which have not been specifically identified in the development plan'. For the purposes of this Monitoring Report windfall development is taken as residential completions that have occurred on land that is not allocated in the DALP for residential purposes. Therefore, during 2022/23 there were 73 completions on sites that are considered to be windfall, 49 in Runcorn and 24 in Widnes.

Figure 6: Proportion of Allocations vs Windfall development 2014 - 2023



Gypsy and Traveller Accommodation

2.16. There are currently no planning applications for Gypsy and Traveller sites. The site (HI767) at Warrington Road, Runcorn was completed in 2015/16 for 24 total Pitches.

3. Housing Supply

3.1. The following section provides a breakdown of the supply of housing land in Halton as at 31 March 2023. A site-by-site breakdown can be found in Appendix B, which contains all the remaining Local Plan residential allocations together with all the sites which have gained planning permission, but which are not completed. Additional housing sites have been identified within the Halton Strategic Housing Land Availability Assessment (SHLAA)² which are unallocated and without planning permission but are considered suitable for residential development.

Under Construction

3.2. Monitoring from 2022/23 shows that there are 23 sites currently under construction. On these, there are a total of 264 properties under construction, with a total of 1068 dwellings (gross) remaining.

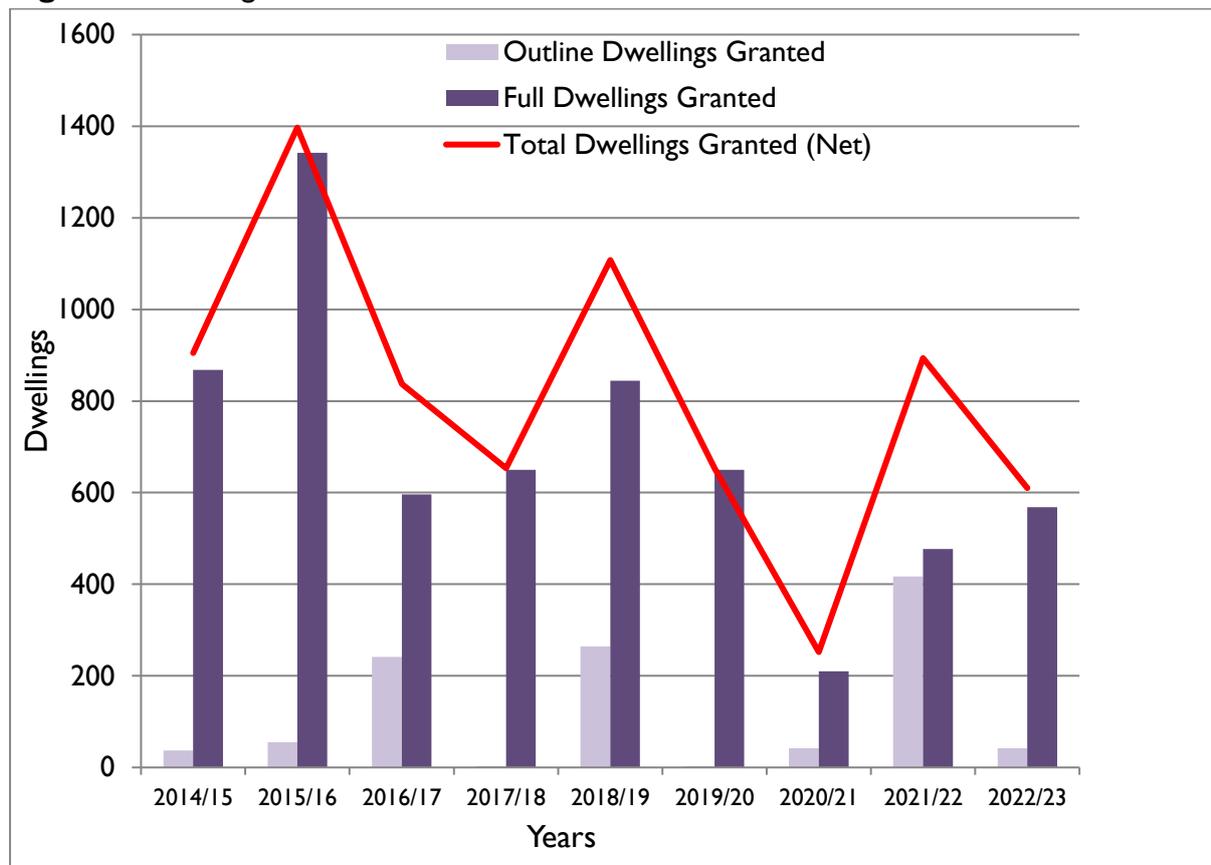
3.3. There were 8 sites that started construction during 2022/23; listed in Table 8 below.

Ref	Address	Town	No of Dwellings Proposed
H1159	Former Express Dairies Site, Sewell St / Perry St	Runcorn	33
H1178	Scout Headquarters, Pool Lane	Runcorn	4
H1300	31 - 33 Ashridge Street	Runcorn	1
H2026	Grosvenor House, Northway	Runcorn	108
H2358	Land Adjacent to Red Brow Lane, Daresbury Park	Runcorn	108
H2288	Land at side of 137 Runcorn Road	Runcorn	1
H2423	Hallwood Raven, Eagles Way	Runcorn	27
H2448	Land Between Grange Road North and Grange Park Ave.	Runcorn	1
	Total		283

Planning Permissions granted during 2022/23

3.4. 610 dwellings (gross), with 1 lost through demolition, 1 lost through conversion and 5 lost through change of use leaving a total of 603 dwellings (net) were granted planning permission in 2022/23; more full planning permissions were granted, but overall there is a significant decrease on all planning permissions granted last year as can be seen in Figure 7 below.

² <https://www4.halton.gov.uk/Pages/planning/policyguidance/PolicyBackgroundDocuments.aspx>

Figure 7: Planning Permissions Granted 2014 - 2023**Table 9: Planning Permissions Granted (net) 2022/23 for Residential Development**

	Outline Permission		Full Permission		Total Permissions	
	Sites	No. Of Dwellings	Sites	No. Of Dwellings	Sites	No. Of Dwellings
Runcorn	0	0	9	430	9	430
Widnes	1	42	18	131	19	173
Total	1	42	27	561	28	603

- 3.5. Around 71% of all granted permissions for residential development were in Runcorn with only 29% or 173 dwellings granted permission in Widnes.
- 3.6. For planning permissions granted in 2022/23, there were 16 sites with extant full permission, with a remaining capacity for 402 dwellings. 4 of these sites were in Runcorn, with a remaining capacity for 240 dwellings and 12 sites were in Widnes, with remaining capacity for only 162 dwellings.
- 3.7. In total, that gives 27 sites with extant full permission, with a remaining capacity for 712 dwellings. 10 of these sites were in Runcorn, with a remaining capacity for 582 dwellings and 17 sites were in Widnes, with remaining capacity for 130 dwellings.

- 3.8. Around 27% of the sites that have been granted permission in 2022/23 were on Greenfield sites, with roughly 447 application approvals (net) on Brownfield sites.
- 3.9. Planning permissions in 2022/23 have seen the most common being 2-beds with 157 permissions followed by 1-beds with 111. 3-bed dwellings account for 109 permissions this year.

Allocations

- 3.10. There are sites allocated for residential development in the Halton Local Plan. The current position of all the allocated sites is listed below in Table 10.

Table 10: Runcorn

Ref	Note		Site	Greenfield / PDL	Capacity	Site Size	Planning Status	Planning Application
M8	GBM	H2338	Land to the east of Runcorn Road, Moore	Greenfield	20	0.73	No PP	
P1	GBM	H2442 H2252 H2253	E-Scape, Preston-on-the-Hill	Greenfield	117	4.89	Full PP - Part Site (0.15 ha)	21/00311/FUL
P2	GBM	H2195	Land between Chester Rd and M56 at Preston-on-the-Hill	Greenfield	146	6.96	Awaiting Decision	22/00203/FUL
R1	SRL5	H1003	Land at Gaunts Way	Greenfield	7	0.23	No PP	
R2	SRL5	H1303	Land to the east of Kestrel's Way	Greenfield	43	1.61	No PP	
R5		H1150	Land north of Beechwood Ave., east of Wood Lane	Greenfield	29	1.09	No PP	
R7		H2340	Former Showroom for The Deck	PDL	15	0.54	Full PP	Site Stalled (05/00590/REM)
R8		H2341	Remainder of The Deck	PDL	12	0.44	Full PP	Site Stalled (05/00590/REM)
R9		H1155	Former Polar Ford Use car lot	PDL	11	0.37	No PP	21/00407/FUL
R10		H1032 H1647	Land off Bridge Street and busway	PDL	28	1.03	No PP	
R11		H1029	Land to the rear of Pure Gym, Okell St.	PDL	9	0.15	Site Completed	20/00077/FUL
R12		H1962	Former Riverside College, Campus Drive	Mixed	144	4.00	Site Completed	18/00176/REM
R14		H1098	Land to south of Percival Lane	PDL	16	0.16	Lapsed	14/00543/FUL
R15		H1104	Former Polar Ford and surrounds	PDL	31	1.14	No PP	
R17		H1080	Picow Farm Road Playing Fields	Mixed	67	1.62	Site Completed	17/00455/FUL
R20		H1085	Paramount Foods and surrounds	PDL	89	3.7	Under Construction	18/00083/FUL
R22		H1718	Land off Birch Road	Greenfield	21	0.78	No PP	
R24		H1989	Land to the west of Grangeway	Greenfield	14	0.5	No PP	
R25		H1990	Thorn Road Garages	PDL	6	0.19	No PP	
R26		H1078	St Chads High School Playing Fields	Greenfield	82	3.42	Lapsed	19/00641/FUL
R28		H1092	Land off Coronation Road	Greenfield	44	1.65	No PP	

Ref	Note		Site	Greenfield / PDL	Capacity	Site Size	Planning Status	Planning Application
R29	SRL4	H2016 H2017	Land to the south of Walsingham Drive	Greenfield	250	16.63	Awaiting Decision	22/00543/OUTEIA
R30	SRL4	H1756 H2377	Land between Keckwick Brook and WCML	Greenfield	337	13.93	Under Construction	15/00453/FUL
R31	SRL4	H1758	Sandymoor 17A	Greenfield	13	0.68	Site Completed	19/00325/FUL
R32	SRL2	H1630 H2238	Central Housing Area (between canal and railway)	Greenfield	500	20.77	Lapsed	16/00495/OUTEIA
R33 R35 R36	SRL1	H2042	Delph Lane West	Greenfield	300	19.08	Full PP	21/00337/REM
R37	SRL4	H1751	Land to the east of Village Street	Greenfield	104	4.35	Under Construction	19/00325/FUL
R38 R67	SRL3	H1233	Wharford Farm (North and Central)	Greenfield	600	25.51	No PP	
R39	SRL3	H2262	Land surrounding Preston Brook Marina, Marina Lane	Greenfield	57	2.38	No PP	
R40 R41	SRL2	H1630, H2238	Central Housing Area (between A56 and canal)	Greenfield	259	16.19	Under Construction	20/00487/S73
R44		H1077	Highways Agency Depot	PDL	24	0.88	No PP	
R45		H1140	Land adjacent to Castle Road (Panorama Hotel)	PDL	7	0.22	Full PP	22/00015/FUL
R46		H1258	Land to the north of Brookvale Avenue North	Greenfield	20	0.75	No PP	
R47		H1009	Adj. to Woodfalls Farm	Mixed	11	0.36	OPP	19/00379/OUT
R48		H1951	Land Adj. to Woodfalls Farm	Greenfield	7	0.23	OPP	19/00379/OUT
R49		H1148	Land surrounding Hanover Court	Greenfield	29	1.09	No PP	
R50		H1149	The Lord Taverners & land adjacent	Mixed	35	1.3	No PP	
R52		H1011	Land off Southland Mews	Mixed	11	0.42	No PP	
R54		H1103	Land off Astmoor Bridge Lane	Greenfield	6	0.19	No PP	
R55		H1159	Former Express Dairies Site, Sewell St / Perry St	PDL	15	0.54	Under Construction	21/00613/FUL
R60		H1544	Paddock adjacent to 38 Clifton Road	Greenfield	11	0.38	No PP	
R61		H1079	Land to the south of Old Quay Street and Mason St	PDL	39	1.46	No PP	
R62		H1131, H1736	Former Gym and Surrey Street Garage	PDL	11	0.36	Lapsed	12/00252/FUL
R66		H1177	Former Egerton Library and Rathbone Institute	PDL	18	0.66	No PP	
R69		H1288, H2483	Former Job Centre and La Scala	PDL	24	0.89	Full PP - Part Site	22/00130/FUL
R72		H1953	Land to the north of Towers Lane	Greenfield	12	0.39	No PP	

Ref	Note		Site	Greenfield / PDL	Capacity	Site Size	Planning Status	Planning Application
R73		H1763	Land between Daresbury Expressway and Manor Park Ave	Greenfield	23	0.86	No PP	
R74		H1746	Land between the expressway and the Bridgewater Canal	Greenfield	158	7.54	Lapsed	07/00122/OUT
R78		H1641	Land to the south of Stockham Lane	Greenfield	32	1.18	No PP	
R79	SLR4	H1983	Land between Stalbridge Drive and WCML	Greenfield	58	2.42	Under Construction	20/00573/FUL
R80	SRL5	H1808, H2423	Land Off Eagles Way (Incl. the Raven), Hallwood Park	Mixed	51	1.81	Part Site Under Construction	21/00201/REM
R81	SRL5	H1096	Land south of Hospital	Greenfield	45	1.67	No PP	
R82		H2259	Land east of Castlefields Avenue East	Greenfield	45	1.62	Site Completed	17/00304/FUL
R84	SRL2	H1916	Land between The Office Village, Daresbury Park and Bridgewater Canal	Greenfield	417	19.84	Full PP	22/00034/REM

Widnes and Hale

Ref	Note		Site	Greenfield / PDL	Capacity	Site Size	Planning Status	Planning Application
H1		H1204	Land adjacent to I Church End, Hale Village	Greenfield	12	0.45	Awaiting Decision	22/00638/FUL
W1		H1237, H1343, H2277	BPI Widnes Films	PDL	38	4.26	Site Part Completed	17/00504/FUL
W2		H1195	Former Eternit site, Derby Road	PDL	116	5.21	Site Completed	15/00430/FUL
W4	SRL8 GBM	H1248, H1827, H2159, H2160, H2161, H2162, H2274, H2275, H2276	Chapel Lane to Old Upton Lane	Greenfield	299	14.26	No PP	No PP
W5	SRL8 GBM	H1228, H1241, H2163	Sandy Lane to Queensbury Way	Greenfield	133	6.33	No PP	No PP
W9	SRL7 GBM	H1722	Land at Mill Green Farm	Greenfield	433	22.63	Awaiting Decision	22/00178/FUL
W10	SRL7 GBM	H1672	South Lane	Greenfield	39	1.45	No PP	No PP
W11	SRL7 GBM	H1812, H1825, H2169, H2170	Boundary Farm and Abbey Farm, South Lane	Greenfield	278	13.23	Awaiting Decision	22/00179/FUL

Ref	Note		Site	Greenfield / PDL	Capacity	Site Size	Planning Status	Planning Application
W17		H1052	Land east of The Eight Towers Public House	Greenfield	20	0.72	Lapsed	10/00104/FUL
W24	SRL9 GBM	H1249, H1291, H2100, H2157, H2158, H2337	West of Hale Gate Rd	Greenfield	484	23.06	Part Site Completed	18/00478/FUL
W28		H1118	Broseley House	PDL	10	0.33	No PP	
W30		H1347	Opposite Beaconsfield Surgery Site	PDL	11	0.4	Withdrawn	22/00439/FUL
W31		H1635	Greenoaks Farm Industrial Estate, Warrington Road	PDL	10	0.32	Full PP	21/00001/FUL
W32		H1275	Land At Terrace Road (RMC House), West Bank	PDL	14	0.51	Awaiting Decision	23/00192/S73
W34		H1719	Widnes Timber Centre, Foundry Lane	PDL	26	0.96	Part Site Completed	19/00518/FUL
W38		H1269	Land to the rear of Appleton Village Pharmacy	PDL	24	0.29	Site Completed	17/00389/FUL
W39		H1787	The Albert Hotel, 160 Albert Road	PDL	13	0.05	Site Completed	18/00368/FUL
W40	SRL7	H1345	Watkinson Way Loop	PDL	24	0.89	OPP	20/00026/OUT
W42		H1264	Land off Vine St.	Greenfield	5	0.06	Lapsed	12/00492/S73
W44		H1196	Land adjacent to 20 Rock Lane	Greenfield	11	0.41	No PP	
W45	SRL9	H2010	Parcels on Halebank Road	Mixed	54	2.26	No PP	
W47		H1122, H1123, H1124, H1334	Land to the rear of Harrison Street Pumping Station	PDL	125	5.96	Full PP - Part Site	21/00470/REM
W49	SRL7 GBM	H2004, H1287	Lunts Heath Road (East)	Greenfield	381	18.13	Lapsed	21/00107/OUT
W50		H1334	(former Stobarts site) Foundry Lane	PDL	19	19	Full PP	21/00470/REM

3.11. At this time there are 8 completed housing allocations which have produced 331 dwellings. There are currently 7 allocation sites that are under construction, these have seen 292 dwellings completed so far with 557 remaining.

- 3.12. There are a further 12 allocations that have planning permission, with 788 dwellings currently consented. This leaves 48 sites that have no permissions.

4. Market Signals

House Prices

- 4.1. According to Land Registry data³ (UK House Price Index) the average house price in Halton in June 2023 was £182,025. This is a slight decrease of £6,907 from the same time last year and a fall of around 4%. This fall over the last year is just above the national trend; UK saw property prices fall by just over 1% compared to the previous year average (to £287,546).
- 4.2. In Halton the average house prices by house type were as follows in June 2023: detached house £312,448; semi-detached £183,387; terraced £132,054; and flat £91,920, a decrease of around £2.5k in the average price of flats and with the average price of each house type decreasing slightly over the last 12 months.

New House Prices

- 4.3. Castle Green Homes have been selling 3-bed detached houses for sale starting at £339,995 and 4-bed detached houses starting at £394,995 at Daresbury Park (H2358), Runcorn. In Widnes, Russell Homes Ltd. include a 2-bed semi-detached houses at £136,000 and 3-bed detached houses at £153,000 at Bower Brook Gardens, Warrington Road Site (H1237).

Affordable Housing

- 4.4. Local Plan (Policy CS(R)13) states that affordable homes will be provided in perpetuity, on schemes including 10 or more dwellings or 0.5ha or greater for residential purposes.
- 4.5. There were 85 affordable dwellings completed in 2022/23, this equates to around 23% of the gross numbers of homes completed in the year. All of these affordable dwellings were provided by a Registered Provider, and none were secured through S106 agreements on market housing sites. This is a similar proportion to the 22% average completed during Local Plan period.

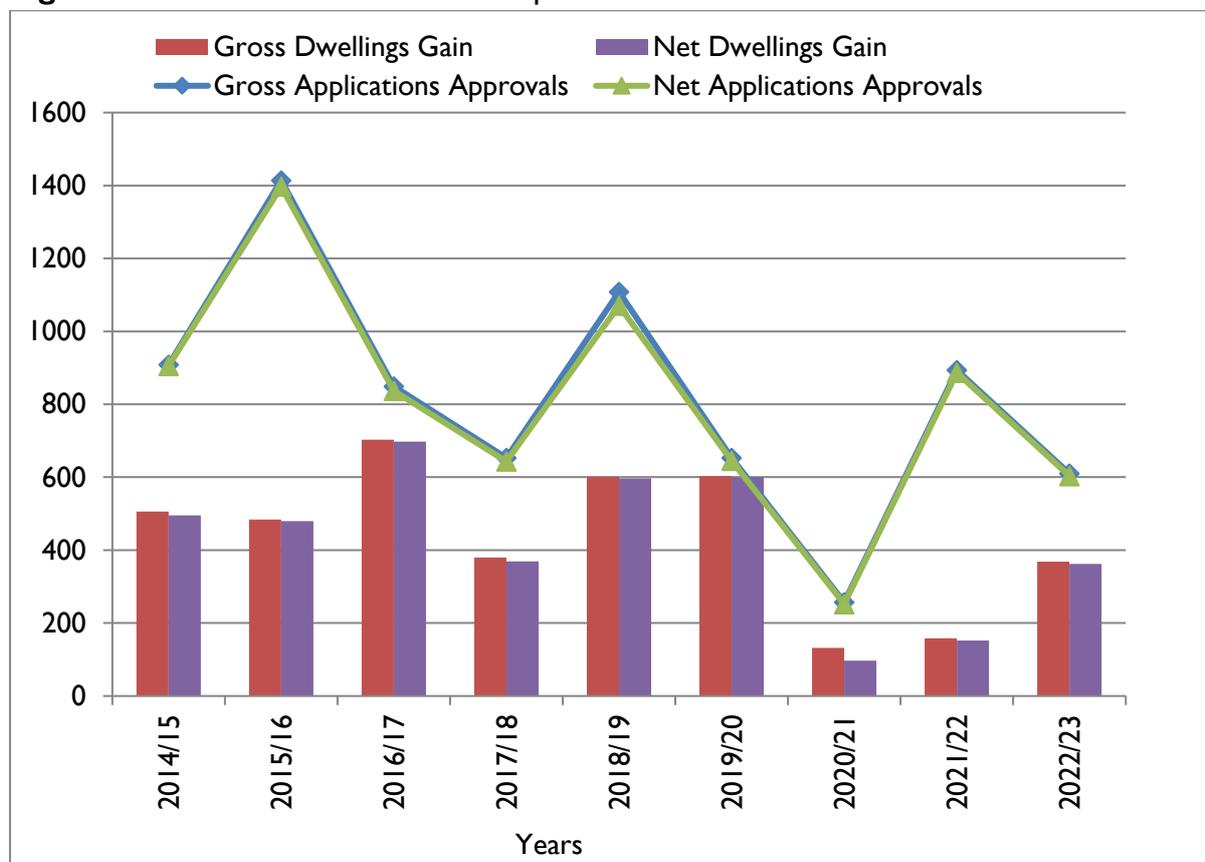
³ <http://landregistry.data.gov.uk/app/ukhpi>

Table 11: Proportion of Affordable Dwellings

	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	Totals
Total Gross Dwellings	506	484	703	380	601	603	132	159	368	3936
Private Sector	249	338	565	288	538	528	107	137	283	3033
Affordable Units by Housing Associations / RPs	257	146	138	92	63	75	25	22	85	903
Affordable Units Secured via S106	0	0	0	0	0	0	0	0	0	0
Proportion of Affordable Dwellings	51%	30%	20%	24%	10%	12%	19%	14%	23%	23%

Housing Take Up

4.6. Figure 8 shows the numbers of dwellings given planning permission from 2014 to 2023. It also shows the level of dwellings given planning permission before the pending housing applications are approved on the latest residential allocations contained in the approved Local Plan.

Figure 8: Permissions Granted vs Completions

Appendix A: Completions 2022/23

Ref	Site Address	Town	Brownfield / Greenfield	Area	Local Plan Allocation	Application No.	Site Construction Status	Total Capacity	Completed 2019/20	Remaining Capacity
H1085	Former Warehouse Site, Land off Halton Court	Runcorn	Brownfield	2.86	Allocated in Local Plan	18/00083/FUL	Site Under Construction	119	28	15
H1189	Land Adj to 7 St Johns Villas, Broadheath Terrace	Widnes	Greenfield	0.07		21/00027/FUL	Site Completed	2	2	0
H1336	Land Adjacent to St. Helens Canal (Routledge Site), Tanhouse Lane	Widnes	Brownfield	7.56		19/00235/FUL	Site Stalled	243	71	172
H1748	Land adjacent to Sandymoor Community Centre	Runcorn	Greenfield	1.35	Allocated in Local Plan	21/00628/FUL	Site Under Construction	49	44	5
H1751	Land to the East of Village Street, Sandymoor	Runcorn	Greenfield	4.36	Allocated in Local Plan	19/00325/FUL	Site Under Construction	190	108	47
H1756	Wharford Lane, Sandymoor	Runcorn	Greenfield	8.23	Allocated in Local Plan	15/00453/FUL	Site Completed	187	7	0
H1758	Sandymoor 17A	Runcorn	Greenfield	0.69	Allocated in Local Plan	19/00325/FUL	Site Completed	13	13	0
H1759	Land to the West of Delph Lane, Daresbury	Runcorn	Greenfield	18.58	Allocated in Local Plan	20/00487/S73	Site Under Construction	300	14	286
H1983	Land between Stalbridge Drive and West Cost Mainline, Sandymoor	Runcorn	Greenfield	2.418	Allocated in Local Plan	20/00573/FUL	Site Under Construction	48	31	17
H2225	Rear of (Ivy Cottage) 106 Runcorn Road	Runcorn	Brownfield	0.13		18/00289/FUL	Site Completed	1	1	0
H2358	Land Adjacent To Red Brow Lane, Daresbury Park	Runcorn	Greenfield	5.52		22/00034/REM	Site Under Construction	108	23	85
H2417	22A Church Street	Runcorn	Brownfield	0.01		20/00339/P3JPA	Site Completed	1	1	0

Ref	Site Address	Town	Brownfield / Greenfield	Area	Local Plan Allocation	Application No.	Site Construction Status	Total Capacity	Completed 2019/20	Remaining Capacity
H2420	Burma Star Inn, Hillcrest	Runcorn	Brownfield	0.05		20/00401/COU	Site Completed	2	2	0
H2429	97 Widnes Road	Widnes	Brownfield	0.01		20/00567/PLD	Site Completed	1	1	0
H2430	2 Town Lane, Hale	Widnes	Brownfield	0.17		20/00645/FUL	Site Completed	1	1	0
H2454	Church End Farm, 5 Church End, Hale	Widnes	Brownfield	0.03		21/00295/FUL	Site Completed	1	1	0
H2455	262 Runcorn Road, Moore	Runcorn	Brownfield	0.06		21/00571/FUL	Site Completed	1	1	0
H2457	7 And 9 St Johns Villas, Broadheath Terrace	Widnes	Brownfield	0.07		21/00641/FUL	Site Completed	1	1	0
H2461	9 Peel House Lane	Widnes	Brownfield	0.01		21/00661/P3MPA	Site Completed	1	1	0
H2467	59 Coroners Lane	Widnes	Brownfield	0.22		22/00072/COU	Site Completed	3	3	0
H2468	Hillcrest, Regent Road	Widnes	Brownfield	0.01		22/00080/P3JPA	Site Completed	1	1	0
H2470	The Castle PH, 194 Warrington Road	Widnes	Brownfield	0.08		22/00020/FUL	Site Completed	13	13	0
Totals								1286	368	627

Appendix B: Residential Land Availability

Ref	Site Address	Town	Brownfield / Greenfield	Area	Local Plan Allocation	Planning App No.	Development Status	Total / Potential Capacity	Remaining Capacity
HI003	Land at Gaunts Way	Runcorn	Greenfield	0.23	Allocated in Local Plan	N/A	N/A	7	7
HI008	Poplar Farm, Delph Lane	Runcorn	Greenfield	0.03		06/00212/COU	Site Not Started	1	1
HI009	Land Adj. Woodfalls Farm, Stockham Lane	Runcorn	Greenfield	0.36	Allocated in Local Plan	19/00379/OUT	Site Not Started	7	7
HI011	Land off Southland Mews, Moughland Lane	Runcorn	Greenfield	0.42	Allocated in Local Plan	N/A	N/A	11	11
HI015	Land Adjoining Holy Trinity Church, Trinity Street	Runcorn	Brownfield	0.06		17/00437/FUL	Site Stalled	3	3
HI019	Land Between 51 & 57 Tynwald Cresent	Widnes	Greenfield	0.07		21/00718/FUL	Site Not Started	3	3
HI032	Former bridge street p.f.s. / busway, Bridge Street	Runcorn	Brownfield	0.9	Allocated in Local Plan	N/A	Site Not Started	28	28
HI037	1-5 Ollier Street	Widnes	Brownfield	0.04		12/00262/FUL	Site Stalled	12	12
HI041	Land at 386 Hale Road	Widnes	Brownfield	0.07		20/00033/FUL	Site Not Started	1	1
HI052	Land off Weates Close (Openspace)	Widnes	Greenfield	0.75	Allocated in Local Plan	10/00104/FUL	Site Not Started	20	20
HI077	Highways Agency Depot, Chester Road, Preston Brook	Runcorn	Brownfield	0.88	Allocated in Local Plan	N/A	Site Not Started	24	24
HI078	St.Chads School Field (Openspace)	Runcorn	Greenfield	3.43	Allocated in Local Plan	19/00641/FUL	Site Not Started	82	82
HI079	Land to the south of Old Quay Street and Mason Street	Runcorn	Mixed	1.46	Allocated in Local Plan	N/A	Site Not Started	39	39
HI085	Former Warehouse Site, Land off Halton Court	Runcorn	Brownfield	2.86	Allocated in Local Plan	18/00083/FUL	Site Under Construction	119	15
HI092	Land off Coronation Road, Coronation Road, Preston Brook	Runcorn	Greenfield	1.62	Allocated in Local Plan	N/A	N/A	44	44
HI098	Land to south of Percival Lane (Old Town)	Runcorn	Brownfield	0.16	Allocated in Local Plan	14/00543/FUL	Site Not Started	16	16

Ref	Site Address	Town	Brownfield / Greenfield	Area	Local Plan Allocation	Planning App No.	Development Status	Total / Potential Capacity	Remaining Capacity
HI100	Canal Walk, Halton Road Royal Navy Club	Runcorn	Brownfield	0.62		20/00028/FUL	Site Under Construction	28	28
HI103	Land off Astmoor Bridge Lane, Castlefields	Runcorn	Greenfield	0.19	Allocated in Local Plan	N/A	N/A	6	6
HI104	Former Polar Ford and surrounds, Victoria Road	Runcorn	Brownfield	1.14	Allocated in Local Plan	N/A	Site Not Started	31	31
HI109	East Lane House, East Lane (aka The White House)	Runcorn	Brownfield	1.14	Allocated in Local Plan	21/00161/FUL	Site Not Started	153	153
HI122	Land Rear of 353 to 363 Hale Road	Widnes	Brownfield	0.41	Allocated in Local Plan	10/00349/S73	Site Not Started	13	13
HI123	Land off Harrison Street (Camerons), Halebank	Widnes	Brownfield	1.4	Allocated in Local Plan	16/00176/FUL	Site Not Started	37	37
HI124	Gold Triangle Complex	Widnes	Brownfield	2.96	Allocated in Local Plan	N/A	N/A	70	70
HI131	Surrey Street Garage, Surrey Street	Runcorn	Brownfield	0.23	Allocated in Local Plan	12/00252/FUL	Site Not Started	11	11
HI140	Panorama Hotel, Castle Road	Runcorn	Brownfield	0.22	Allocated in Local Plan	22/00015/FUL	Site Not Started	20	20
HI148	Land surrounding Hanover Court and the Telephone Exchange	Runcorn	Greenfield	1.06	Allocated in Local Plan	N/A	N/A	29	29
HI150	Land north of Beechwood Ave., east of Wood Lane and south of A533	Runcorn	Greenfield	0.98	Allocated in Local Plan	N/A	N/A	29	29
HI159	Former Express Dairies Site, Sewell St / Perry St	Runcorn	Brownfield	0.66	Allocated in Local Plan	21/00613/FUL	Site Under Construction	33	33
HI178	Scout Headquarters, Pool Lane	Runcorn	Brownfield	0.06		19/00277/FUL	Site Under Construction	4	4
HI196	Land Adjacent to 20 Rock Lane	Widnes	Greenfield	0.4	Allocated in Local Plan	N/A	N/A	14	14
HI204	Land Bounded By Church End & Town Lane, Hale Village	Widnes	Greenfield	0.43	Allocated in Local Plan	22/00638/FUL	Site Not Started	13	13

Ref	Site Address	Town	Brownfield / Greenfield	Area	Local Plan Allocation	Planning App No.	Development Status	Total / Potential Capacity	Remaining Capacity
HI228	Land off Cronton Road / North side of Upton Lane, (Site A)	Widnes	Greenfield	2.21	Allocated in Local Plan	N/A	N/A	53	53
HI233	Land to north of Preston Brook Marina	Runcorn	Greenfield	8.07	Allocated in Local Plan	N/A	Site Not Started	170	170
HI241	Land to the East of Sandy Lane	Widnes	Greenfield	3.3	Allocated in Local Plan	N/A	N/A	79	79
HI248	Land at Sandy Lane / Upton Lane	Widnes	Greenfield	0.63	Allocated in Local Plan	N/A	N/A	17	17
HI249	Halegate Road	Widnes	Greenfield	0.88	Allocated in Local Plan	N/A	N/A	24	24
HI258	Land to the north of Brookvale Avenue North	Runcorn	Greenfield	0.75	Allocated in Local Plan	N/A	Site Not Started	20	20
HI259	Land South of Bechers Local Centre, Bechers	Widnes	Brownfield	0.26		21/00059/FUL	Site Stalled	37	37
HI262	Land Adjacent to 22 Kemberton Drive	Widnes	Greenfield	0.04		22/00144/FUL	Site Not Started	1	1
HI264	Vine Street Community Centre	Widnes	Brownfield	0.06	Allocated in Local Plan	12/00492/S73	Site Not Started	5	5
HI275	Land At Terrace Road (RMC House), West Bank	Widnes	Brownfield	0.51	Allocated in Local Plan	23/00192/S73	Site Not Started	92	92
HI287	Lunts Bridge Farm, Lunts Heath Road	Widnes	Greenfield	0.07	Allocated in Local Plan	21/00107/OUT	Site Not Started	1	1
HI288	Land at 79 - 83 High Street, Runcorn Old Town	Runcorn	Brownfield	0.63	Allocated in Local Plan	10/00316/S73	Site Not Started	24	24
HI291	Rear of Halebank Road	Widnes	Greenfield	0.19	Allocated in Local Plan	N/A	N/A	5	5
HI300	31 - 33 Ashridge Street	Runcorn	Brownfield	0.03		22/00640/COU	Site Under Construction	1	1
HI303	Land to the east of Kestrel's Way	Runcorn	Brownfield	1.61	Allocated in Local Plan	N/A	Site Not Started	43	43
HI334	Land Adjacent to Ditton Brook, Foundry Lane (Stobart's Training Centre)	Widnes	Brownfield	1.87	Allocated in Local Plan	21/00470/REM	Site Not Started	80	80

Ref	Site Address	Town	Brownfield / Greenfield	Area	Local Plan Allocation	Planning App No.	Development Status	Total / Potential Capacity	Remaining Capacity
HI336	Land Adjacent to St. Helens Canal (Routledge Site), Tanhouse Lane	Widnes	Brownfield	7.56		19/00235/FUL	Site Stalled	243	172
HI345	Land at Derby Road and Mill Lane Junction Roundabout	Widnes	Brownfield	0.97	Allocated in Local Plan	20/00026/OUT	Site Not Started	42	42
HI347	Land at Beaconsfield Primary Care Centre, Bevan Way	Widnes	Brownfield	0.4	Allocated in Local Plan	22/00439/FUL	Site Not Started	14	14
HI368	1 Wilmere Lane	Widnes	Greenfield	0.07		22/00418/FUL	Site Not Started	1	1
HI462	32 CLAREMONT AVENUE	Widnes	Greenfield	0.05		20/00546/FUL	Site Not Started	2	2
HI544	Paddock adjacent to 38 Clifton Road	Runcorn	Greenfield	0.38	Allocated in Local Plan	N/A	N/A	11	11
HI630	Land between Rail Line, Bridgewater Canal and Delph Lane South	Runcorn	Greenfield	15.29	Allocated in Local Plan	16/00495/OUTEIA	Site Not Started	334	334
HI635	Greenoaks Farm Industrial Estate, Warrington Road	Widnes	Brownfield	0.3	Allocated in Local Plan	21/00001/FUL	Site Not Started	2	2
HI641	Land to the south of Stockham Lane (1)	Runcorn	Greenfield	1.18	Allocated in Local Plan	N/A	N/A	32	32
HI672	(Green Belt) Land bounded by South Lane and Mill Green Lane	Widnes	Greenfield	1.43	Allocated in Local Plan	10/00101/FUL	Site Not Started	39	39
HI718	Land off Birch Road	Runcorn	Greenfield	0.78	Allocated in Local Plan	N/A	N/A	21	21
HI719	Widnes Timber Centre, Foundry Lane	Widnes	Brownfield	0.68	Allocated in Local Plan	10/00320/FUL	Site Not Started	18	18
HI722	Land at Mill Green Farm, North of Derby Road	Widnes	Greenfield	21.92	Allocated in Local Plan	22/00178/FUL	Site Not Started	441	441
HI736	Garages off Surrey Street	Runcorn	Brownfield	0.13	Allocated in Local Plan	N/A	N/A	11	11
HI746	Land between the expressway and the Bridgewater Canal and west of Norton Priory	Runcorn	Greenfield	7.56	Allocated in Local Plan	07/00122/OUT	Site Not Started	158	158
HI748	Land adjacent to Sandymoor Community Centre	Runcorn	Greenfield	1.35		21/00628/FUL	Site Under Construction	49	5

Ref	Site Address	Town	Brownfield / Greenfield	Area	Local Plan Allocation	Planning App No.	Development Status	Total / Potential Capacity	Remaining Capacity
H1751	Land to the East of Village Street, Sandymoor	Runcorn	Greenfield	4.36	Allocated in Local Plan	19/00325/FUL	Site Under Construction	190	47
H1759	Land to the West of Delph Lane, Daresbury	Runcorn	Greenfield	18.58	Allocated in Local Plan	20/00487/S73	Site Under Construction	300	286
H1763	Land between Daresbury Expressway and Manor Park Avenue, Manor Park	Runcorn	Greenfield	1.72	Allocated in Local Plan	N/A	N/A	23	23
H1796	Land adj. to 88 Hale Road, Hale	Widnes	Brownfield	0.06		22/00497/FUL	Site Not Started	2	2
H1808	Land to the rear of Gaunts Way	Runcorn	Mixed	1.37	Allocated in Local Plan	12/00524/OUT	Site Not Started	36	36
H1812	Land at Mill Green Farm, North of Derby Road (Green Belt)	Widnes	Greenfield	2.3	Allocated in Local Plan	22/00179/FUL	Site Not Started	52	52
H1825	Abbey Farm, South Lane (Plots 46 & 43) (Green Belt)	Widnes	Greenfield	3.51	Allocated in Local Plan	N/A	N/A	84	84
H1827	Land of 113 Old Upton Road	Widnes	Greenfield	0.71	Allocated in Local Plan	N/A	N/A	19	19
H1913	Wharford Farm, Red Brow Lane	Runcorn	Greenfield	17.41	Allocated in Local Plan	N/A	Site Not Started	395	395
H1916	Parcel A1 Land North Of Red Brow Lane	Runcorn	Greenfield	5.04	Allocated in Local Plan	22/00370/REM	Site Not Started	97	97
H1951	Land Adj. to Woodfalls Farm	Runcorn	Greenfield	0.23	Allocated in Local Plan	19/00379/OUT	Site Not Started	7	7
H1953	Land to the north of Towers Lane, Norton	Runcorn	Greenfield	0.38	Allocated in Local Plan	N/A	N/A	12	12
H1983	Land between Stalbridge Drive and West Cost Mainline, Sandymoor	Runcorn	Greenfield	2.418	Allocated in Local Plan	20/00573/FUL	Site Under Construction	48	17
H1989	Land to the west of Grangeway	Runcorn	Greenfield	0.5	Allocated in Local Plan	N/A	N/A	14	14
H1990	Land north of Thorn Road	Runcorn	Mixed	0.19	Allocated in Local Plan	04/00809/DEM	Site Not Started	6	6
H2004	Land east of Cranshaw Hall Farm, Cranshaw Lane	Widnes	Greenfield	18.18	Allocated in Local Plan	N/A	N/A	381	381

Ref	Site Address	Town	Brownfield / Greenfield	Area	Local Plan Allocation	Planning App No.	Development Status	Total / Potential Capacity	Remaining Capacity
H2010	Parcels on Halebank Road	Widnes	Mixed	2.27	Allocated in Local Plan	N/A	N/A	54	54
H2016	Land to the east Walsingham Drive	Runcorn	Greenfield	1.97	Allocated in Local Plan	N/A	N/A	53	53
H2017	Land to the south Walsingham Drive	Runcorn	Greenfield	15.31	Allocated in Local Plan	22/00543/OUTEIA	Site Not Started	250	250
H2026	Grosvenor House, Northway	Runcorn	Brownfield	0.53		20/00354/COU	Site Under Construction	108	108
H2042	Land Adjacent To Delph Lane, Daresbury	Runcorn	Greenfield	17.32	Allocated in Local Plan	21/00337/REM	Site Not Started	335	335
H2157	Land north of Mill Farm House, Hale Gate Road	Widnes	Greenfield	8.29	Allocated in Local Plan	N/A	N/A	174	174
H2158	Hope Farm, Hale Bank Road	Widnes	Greenfield	13.26	Allocated in Local Plan	N/A	N/A	278	278
H2159	Land north of 30 Chapel Lane	Widnes	Greenfield	0.91	Allocated in Local Plan	N/A	N/A	24	24
H2160	Land west of Sandy Lane	Widnes	Greenfield	4.87	Allocated in Local Plan	N/A	N/A	116	116
H2161	Land at rear of 99-113 Old Upton Lane	Widnes	Greenfield	0.91	Allocated in Local Plan	N/A	N/A	24	24
H2162	Land east of Rose Farm, Chapel Lane	Widnes	Greenfield	4.68	Allocated in Local Plan	N/A	N/A	112	112
H2163	Land at Queensbury Way	Widnes	Greenfield	0.75	Allocated in Local Plan	N/A	N/A	29	29
H2169	Land at Boundary Farm, South Lane	Widnes	Greenfield	2.73	Allocated in Local Plan	N/A	N/A	65	65
H2170	Land at Pendlebury Farm, South Lane	Widnes	Greenfield	4.71	Allocated in Local Plan	N/A	N/A	113	113
H2195	Land at Preston Brook (Off Chester Road)	Runcorn	Greenfield	6.98	Allocated in Local Plan	22/00203/FUL	Site Not Started	151	151
H2198	Land to the south of 60 Wilmere Lane	Widnes	Greenfield	0.05		22/00545/FUL	Site Not Started	1	1
H2215	Ramsbrook Farm, Ramsbrook Lane	Widnes	Brownfield	1.5		16/00272/FUL	Site Under Construction	19	14

Ref	Site Address	Town	Brownfield / Greenfield	Area	Local Plan Allocation	Planning App No.	Development Status	Total / Potential Capacity	Remaining Capacity
H2238	Land between Rail Line, Bridgewater Canal and north of Red Brow Lane	Runcorn	Greenfield	5.46	Allocated in Local Plan	16/00495/OUTEIA	Site Not Started	114	114
H2252	E-Scape, Hill Top Road, Preston Brook	Runcorn	Greenfield	3.17	Allocated in Local Plan	N/A	N/A	75	75
H2253	Land between Windmill Lane and Chester Road	Runcorn	Greenfield	1.49	Allocated in Local Plan	N/A	N/A	40	40
H2262	Land surrounding Preston Brook Marina, Marina Lane	Runcorn	Brownfield	2.07	Allocated in Local Plan	N/A	N/A	57	57
H2274	Land at Rose Farm Chapel Lane	Widnes	Brownfield	0.86	Allocated in Local Plan	N/A	N/A	23	23
H2275	Land at 105-113 Old Upton Lane	Widnes	Brownfield	0.29	Allocated in Local Plan	N/A	N/A	8	8
H2276	139 Old Upton Lane	Widnes	Brownfield	0.26	Allocated in Local Plan	N/A	N/A	7	7
H2277	Land at Tanhouse Lane	Widnes	Brownfield	1.39	Allocated in Local Plan	N/A	N/A	38	38
H2288	Land at side of 137 Runcorn Road	Runcorn	Brownfield	0.08		20/00053/REM	Site Under Construction	1	1
H2314	Land at Rivendell Nurseries, Mill Lane	Widnes	Brownfield	0.21		22/00006/OUT	Site Not Started	7	7
H2327	The New Inn, 294 Hale Road	Widnes	Brownfield	0.1		20/00618/S73	Site Not Started	16	16
H2338	Land to the east of Runcorn Road, Moore	Runcorn	Greenfield	0.73	Allocated in Local Plan	N/A	Site Not Started	0	0
H2340	Former Showroom for The Deck (R7)	Runcorn	Brownfield	0.54	Allocated in Local Plan	05/00590/REM	Site Stalled	15	15
H2341	Remainder of The Deck (R8)	Runcorn	Brownfield	0.44	Allocated in Local Plan	05/00590/REM	Site Stalled	12	12
H2343	St Michaels Golf Course, Dundalk Road	Widnes	Greenfield	0.87		18/00617/FUL	Site Stalled	1	1
H2358	Land Adjacent To Red Brow Lane, Daresbury Park	Runcorn	Greenfield	5.52		22/00034/REM	Site Under Construction	108	85
H2377	Land East of Keckwick Brook, Sandymoor	Runcorn	Greenfield	5.74	Allocated in Local Plan	19/00325/FUL	Site Under Construction	132	132

Ref	Site Address	Town	Brownfield / Greenfield	Area	Local Plan Allocation	Planning App No.	Development Status	Total / Potential Capacity	Remaining Capacity
H2381	52 - 56 Albert Road	Widnes	Brownfield	0.03		19/00372/COU	Site Stalled	7	7
H2423	Hallwood Raven, Eagles Way	Runcorn	Brownfield	0.23	Allocated in Local Plan	21/00201/REM	Site Under Construction	27	27
H2426	86-92 Victoria Road	Widnes	Brownfield	0.05		20/00569/PIP	Site Not Started	7	7
H2432	33 - 37 Irwell Lane	Runcorn	Brownfield	0.28		21/00235/FUL	Site Under Construction	35	35
H2442	Hilltop Farm, Windmill Lane, Preston On The Hill	Runcorn	Brownfield	0.15	Allocated in Local Plan	21/00311/FUL	Site Not Started	3	3
H2444	Land at Chapel Lane, Widnes	Widnes	Greenfield	14.69	Allocated in Local Plan	23/00244/OUT	Site Not Started	350	350
H2445	Boundary Farm and Abbey Farm, South Lane	Widnes	Greenfield	13.27	Allocated in Local Plan	N/A	N/A	278	278
H2448	Land Between Grange Road North and Grange Park Avenue	Runcorn	Brownfield	0.05		21/00367/FUL	Site Under Construction	1	1
H2449	Land To The North Of 60 Wilmere Lane	Widnes	Brownfield	0.03		21/00434/FUL	Site Not Started	1	1
H2456	Smithy House, Chester Road	Runcorn	Brownfield	0.03		21/00557/COU	Site Not Started	1	1
H2460	31 Lacey Street	Widnes	Brownfield	0.01		21/00701/COU	Site Not Started	2	2
H2474	218 Hale Road, Widnes	Widnes	Brownfield	0.01		22/00158/FUL	Site Not Started	2	2
H2482	114 Greenway Road	Runcorn	Brownfield	0.02		22/00444/P3MPA	Site Not Started	1	1
H2483	81 High Street	Runcorn	Brownfield	0.25	Allocated in Local Plan	22/00130/FUL	Site Not Started	66	66
H2488	1 Peel House Lane	Widnes	Brownfield	0.02		22/00323/COU	Site Not Started	1	1
H2524	Parcel A2 Land North Of Red Brow Lane	Runcorn	Greenfield	3.66	Allocated in Local Plan	20/00337/OUTEIA	Site Not Started	87	87
H2525	Parcel A3 Land North Of Red Brow Lane	Runcorn	Greenfield	2.54	Allocated in Local Plan	20/00337/OUTEIA	Site Not Started	60	60
Totals								8,133	7,698



Halton Borough Council **AUTHORITY** **MONITORING REPORT** **EMPLOYMENT** **2023**



Halton Borough Council**Authority Monitoring Report
Employment 2023****(Base date 31st March 2023)**

Version History

Version	Revisions	Lead(s)	Author(s)	Checked	
v1			K.Bowen		25/10/2023
v2			K.Bowen		

Summary of Key Findings

2023 Headline findings and observations

Employment Delivery

- Employment land monitoring for 2023 recorded the take up of 6.67 ha of employment land all of which was taken up in Widnes, and all of which were within the 'Key Urban Regeneration Areas'. Development includes 4,507 sqm of B8 and 3,618 sqm of E(g)(iii).
- There have been 8.37 hectares – on 5 Sites (Appendix E) loss of employment land to other uses in 2022/23.

Breakdown of Use Class Completions with Floorspace

Use Class (GPDO)	Completed Floorspace (sq.m)
E(g)	4,138
B2	48
B8 Small	4,507
B8 Large	0
E(g), B2, B8	0
Sui Generis	0
Total	8,693 sq.m

Employment Supply

- Total of 8 sites actively under construction (Appendix B) as at April 2023 during site surveys.
- Total of 16 new sites with planning permission in 2022/23 (Appendix D) of which 10 sites remain available for employment use totalling 31.28 hectares, 104,788sq.m total floorspace.

Employment Land Availability 2023

- A total of 104.43 hectares of land available on 44 sites for employment use (see Appendix C).
- 75.85 hectares on 21 allocated sites within the 'Key Urban Regeneration Areas' as defined in the Local Plan.

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I. Scope and Policy Context

- I.1 It is essential that Halton Council have an up-to-date statutory development plan in order to provide robust planning for the Borough. The Halton Delivery and Allocations Local Plan (DALP) was adopted in March 2022. The Plan sets out the long-term spatial vision, strategic priorities and policies for future development in the borough to 2037, including the quantity and location of new homes, employment provision, shops, facilities and other services, transport and other infrastructure provision, climate change mitigation and adaptation and the conservation and enhancement of the natural and historic environment.
- I.2 This report serves as an annual statement regarding the take up and supply of land for employment development within Halton Borough as at the 31 March 2023, covering a 12 month period from the 01 April 2022 to 31 March 2023. It provides baseline information about actual rates of employment development achieved over the plan period so far 2014-2023. The purpose of this annual review of Employment Land is to inform and monitor the effectiveness of the employment land policies as contained in the Halton Local Plan and to provide the baseline data required for the publication of the Authorities Monitoring Report.
- I.3 Employment land will be provided over the lifetime of the Local Plan to support Halton's economy. The Local Plan (Policy CS(R)4) looks for approximately 180 hectares of land from a variety of sources to be made available to facilitate the sustainable growth of Halton's economy during the period 2014 to 2037. The employment land policy CS(R)4 figure of 9 ha per annum is based on a continuation of the long term take-up rate of employment land by to businesses between 2014 to the end of the Local Plan period (to 2037). Unlike housing, where the policy represents an annual development target, the employment figure is a target for the supply of land rather than 'take-up' of that land.
- I.4 The Policy identifies Strategic Employment Locations, Employment Allocations (identified in Policy ED1), Primarily Employment Areas and Employment Renewal Areas (identified on Policies Map) all of which will be the initial focus for new development and where the biggest transformation is expected to occur. These Key Urban Regeneration Areas, along with the regeneration and remodelling opportunities within existing employment areas, are seen as fundamental to the longer term development of the Borough and in a lot of cases represent areas where impetus for change already exists.
- I.5 The DALP's Monitoring Framework contains a number of indicators with targets which sets out how we will measure how successful the policies within the Plan are being implemented.

- 1.6 The base date of the DALP for implementation and monitoring purposes is 2014 therefore completions during this monitoring period will contribute towards meeting the Local Plan targets.

2. Employment Delivery

Employment Completions

- 2.1. Employment land monitoring for 2023 recorded the take up of 6.67 ha of employment land all of which was taken up in Widnes as listed in Appendix A and illustrated in Table I below. Development includes 4,507 sqm of B8 and 3,618 sqm of E(g)(iii).
- 2.2. This represents a decrease on the previous year (from 12.57 ha to 6.67 Ha.) and is slightly behind the remaining prevailing long term average of around 9 Ha. Figure I shows comparative figures for each year since April 2014, whilst Table 3 provides a breakdown of the category of employment use developed.
- 2.3. Over the Local Plan period so far (2014-2023) we have seen a total of 48.4 hectares of employment development in Halton. This equates to a future requirement of 131.61 hectares of land for the remainder of the Local Plan period. The current Employment Land Availability Register shows 104.43 hectares of land available for employment development. The following tables and figures below illustrate annual completions over this period.

Figure I: Employment Completions in Halton 2014 to 2023

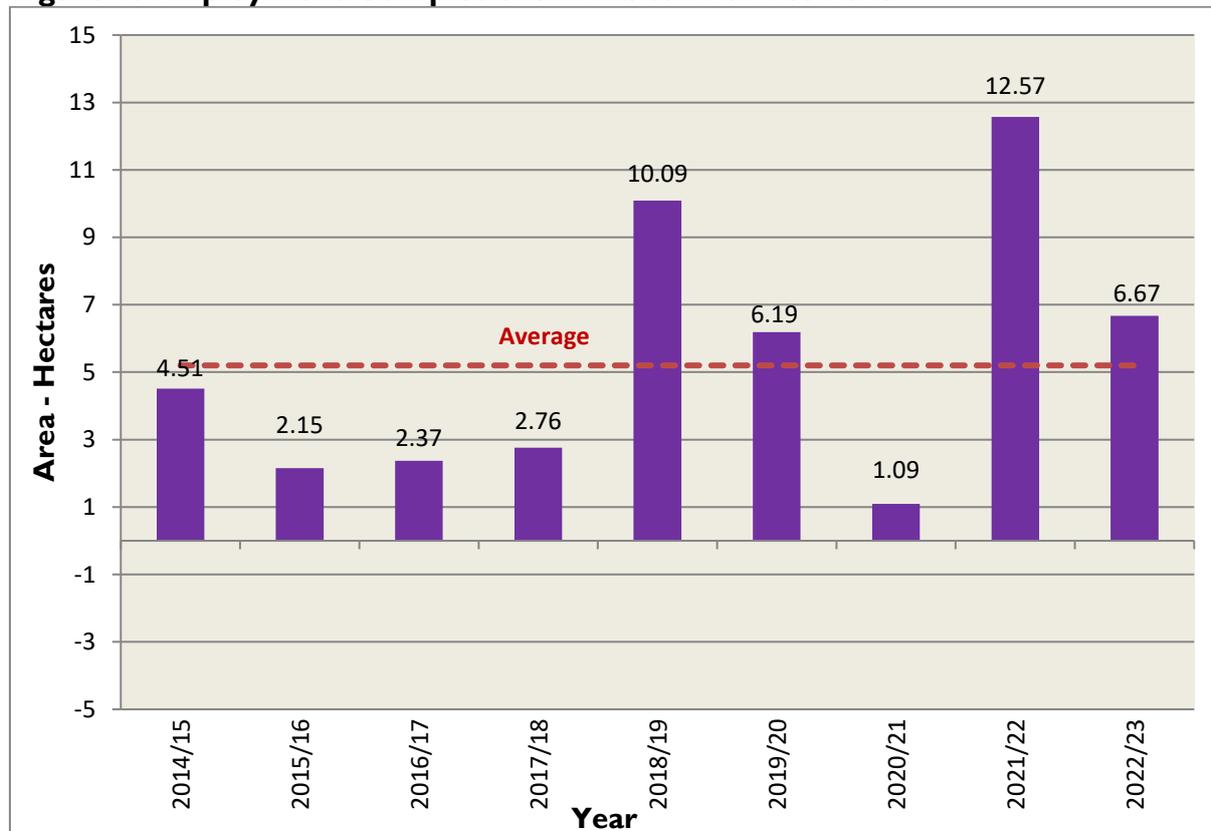


Table 1: Hectares of Completed Employment Development in Halton April 2014 – March 2023 (Runcorn -Widnes)

Year	Runcorn	%	Widnes	%	Halton (Total)
2014/15	1.43	32%	3.08	68%	4.51
2015/16	1.42	66%	0.73	34%	2.15
2016/17	0	0%	2.37	100%	2.37
2017/18	0	0%	2.76	100%	2.76
2018/19	3.78	37%	6.31	63%	10.09
2019/20	3.68	59%	2.51	41%	6.19
2020/21	1.02	94%	0.07	6%	1.09
2021/22	2.22	18%	10.35	82%	12.57
2022/23	0	0%	6.67	100%	6.67
Total 2014 -2023	14	28%	34.9	72%	48.4

Location

- 2.4. The Local Plan CS(R)4 looks for approximately 180 hectares of land from a variety of sources to be made available over the period 2014-2037 to facilitate the sustainable growth of Halton's economy.

Key Urban Regeneration Areas (KURA)

- 2.5. This year's total of 6.67 ha on 3 sites have all been within the Key Urban Regeneration Areas as defined in the Local Plan. Development includes 4,507 sqm of B8 and 3,618 sqm of E(g)(iii). They are identified in Appendix A

Brownfield / Greenfield Split

- 2.6. National Planning Policy Framework (NPPF) encourages the re-use of previously developed land. The Employment Land Availability Supply (Appendix C) shows a total of 104.43 hectares of land available for employment development within Halton. In terms of greenfield/brownfield proportions this total is split 81.62ha (78%) Greenfield and 22.81ha (22%) Brownfield.
- 2.7. Since 2014 the majority of development has come forward on existing employment sites with well below half the amount of 20.79 hectares been developed on greenfield sites compared with an annual average of around 2.08 hectares of greenfield land being developed since 2014.

Table 2: Hectares of Completed Employment Development in Halton April 2014 - March 2023 (Brownfield/Greenfield)

Year	Halton	Greenfield	%	Brownfield	%	Cumulative
2014/15	4.51	0	0%	4.51	100%	98%
2015/16	2.15	0.03	1%	2.12	99%	96%
2016/17	2.37	0.81	34%	1.56	66%	94%
2017/18	2.76	1.37	50%	1.39	50%	93%
2018/19	10.09	10.05	100%	0.04	0%	91%

Year	Halton	Greenfield	%	Brownfield	%	Cumulative
2019/20	6.19	0	0%	6.19	100%	86%
2020/21	1.09	1.02	94%	0.07	6%	82%
2021/22	12.57	1.26	10%	11.31	90%	82%
2022/23	6.67	5.44	82%	1.23	18%	75%
Total 2014-2023	48.4	19.98	41%	28.42	59%	
Annual Average	5.38	2.22		3.16		

Use Class

Explanation of Use Classes Order (Sept 2020)

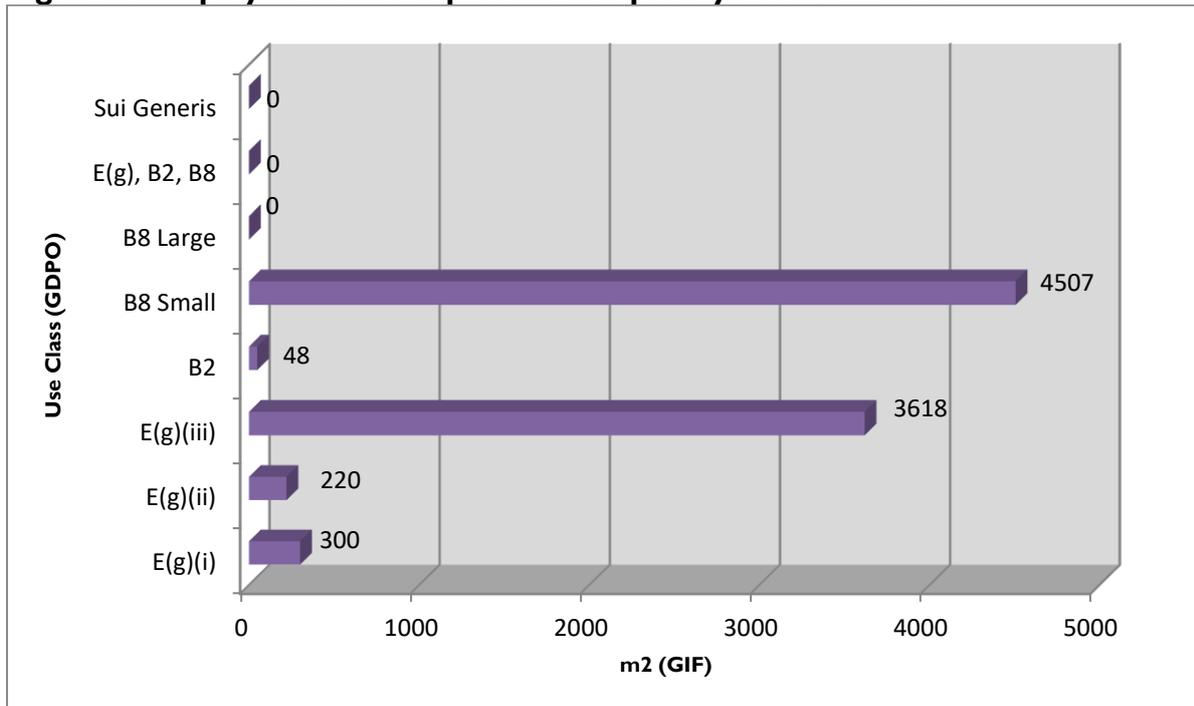
E(g) Commercial, Business and Service in a residential area

- E(g)(i) Offices to carry out any operational or administrative functions
- E(g)(ii) Research and development, studios, laboratories, high tech.
- E(g)(iii) Industrial processes
- B2 General Industry - Use for industrial process other than one falling within class E(g) (previously class B1)
- B8 Wholesale warehouse, distribution centres, repositories, includes open air storage (B8 Large – over 9,290sq.m)
- Sui Generis Certain uses do not fall within any use class and are considered sui generis.
- Mixed Use

Year	Use Class									Total
	E(g)(i)	E(g)(ii)	E(g)(iii)	B2	B8 Small	B8 Large	E(g), B2, B8	SG	Mixed Use	
2014/15	0.00	0.00	0.03	0.40	0.98	0.00	0.00	3.09	0.00	4.51
2015/16	0.02	1.39	0.00	0.00	0.69	0.00	0.00	0.05	0.00	2.15
2016/17	0.00	0.00	0.00	0.00	0.81	0.00	0.00	1.56	0.00	2.37
2017/18	0.57	0.00	0.00	1.37	0.82	0.00	0.00	0.00	0.00	2.76
2018/19	0.65	0.00	0.04	5.66	0.00	3.74	0.00	0.00	0.00	10.09
2019/20	0.01	0.00	0.00	0.05	1.45	2.43	2.25	0.00	0.00	6.19
2020/21	0.07	0.00	0.00	0.00	1.02	0.00	0.00	0.00	0.00	1.09
2021/22	1.28	0.00	0.00	0.00	0.00	8.75	2.54	0.00	0.00	12.57
2022/23	0.00	0.00	0.00	0.00	1.23	0.00	0.00	5.44	0.00	6.67
Totals 2014-2023	2.60	1.39	0.07	7.48	7.00	14.92	4.79	10.14	0.00	48.40
Annual Average	0.29	0.15	0.01	0.83	0.78	1.66	0.53	1.13	0.00	5.38

- 2.8. In terms of floorspace (m²) completed during 2023, Figure 2 below illustrates the amount of floorspace developed by type. Gross internal floorspace (GIF) is the entire area inside the external walls of a building and includes corridors, lifts, plant rooms, service accommodation e.g. toilets but excludes internal walls. The difference between gross external area and gross internal floorspace is typically between 2.5 and 5% of the gross external area.

Figure 2: Employment Floorspace Developed by Use Class 2023



- 2.9. In terms of development calculations, a difference occurs between site area and floorspace when planning permissions on employment sites do not include a building as part of the development. In this instance area is calculated based on the area of development of a site affected e.g. include additional car parking, hard-standings and other areas of development on a site.

Allocations

- 2.10. The Local Plan Allocations are sites allocated for employment development through the development plan process. There was 6.67ha of completed development on two allocated sites during 2022/23.
- 2.11. The current position of all Employment sites allocated in the Delivery and Allocations Local Plan can be seen in Appendix F.

3. Employment Supply

- 3.1. The following section will provide a breakdown of the supply of employment land in the Borough as at the 31 March 2023. The Employment Land Availability Supply (Appendix C) includes a site-by-site breakdown and shows a total of 104.43 hectares (excluding sites under construction) of land available for employment development within Halton.

Under Construction

- 3.2. Monitoring from 2022/23 shows that there are 8 sites currently under construction totalling 27.21 net hectares; listed in Appendix B. This will return a total of 178,591 sq.m net floorspace when completed.

Planning Permissions

- 3.3. Table 4 shows the number of employment sites approved in Halton through planning applications over the local plan monitoring period so far (2014-2023).

Halton	Gross Applications Approvals	Gross Site Area (Ha)	Gross Floorspace (sq.m)
2014/15	43	55.51	65,794
2015/16	42	83.27	26,706
2016/17	26	41.52	64,290
2017/18	21	34.18	35,478
2018/19	23	28.91	41,723
2019/20	15	18.76	49,584
2020/21	9	9.93	30,513
2021/22	15	27.8	102,793
2022/23	15	48.46	115,705
Total	209	348.34	532,586
Average	23	39	59176

- 3.4. This year there has been a total of 15 employment sites approved in Halton through planning applications which will result in a total of 1,658 sq.m net floorspace when completed, compared with average annual approvals of 23 during the first 9 years of the monitoring period of the Local Plan.
- 3.5. Appendix D provides a list of sites added to the supply of employment land, having obtained planning permission between 1st April 2022 and 31st March 2023. Of the 15

Application Approvals, a total of 31.28 hectares of land remains in the Employment Land Register supply this year.

- 3.6. The Employment Land Availability Supply (Appendix C) provides a list and more details of all the Current Employment Planning Permissions in Halton including land which is allocated and/also subject to a Planning Permission within the 'Key Urban Regeneration Areas (KURA)' as identified in the Local Plan. Within the KURA there are currently 34 sites with a total site area of 107.71 hectares and which will result in a total of 264,905sq.m floorspace when completed.

Allocations

- 3.7. These are sites allocated for Employment Development in the Halton Delivery and Allocations Local Plan. The current position of all the allocated sites is listed in Appendix F.
- 3.8. There are only 3 employment allocations that have gained outline/full planning permissions on the sites this year. The sites total 31.8 hectares and are expected to return in the region of a net gain of 101,536sq. metres of employment floorspace when completed.
- 3.9. 19 of the allocated sites have not gained outline/full planning permission. Runcorn is the largest contributor with 15 sites totalling 44.76 hectares, 75% of the total hectares of all the sites. The 4 sites in Widnes total 14.83 hectares, 25% of a total of 59.59 hectares. More details on all the allocated sites can be found in Appendix F.

Changes to the Employment Land Supply in 2023

- 3.10. Appendix E lists those sites on the employment land availability register that have been subject to change. The changes may have been due to the submission of a new planning application which increases/decreases the site area or floorspace or the loss of area through error of polygon boundary and/or subdivision of the site. It also shows the loss of employment land to other land uses.

4. Employment Summary

- 4.1. This recent trend continues with a lack of new sites coming forward and gaining permission especially on Greenfield sites is perhaps indicative of the current economic climate where the majority of development is happening as amendments to existing previously developed employment sites.

Local Plan (DALP)

- 4.2. The Employment Land Availability Supply from 2023 shows a total of 104.53 hectares land available for employment development and with a Local Plan target of approximately 180 hectares of land to be made available between 2014 and 2037, this leaves a shortfall of 75.47 hectares for the remainder of the Local Plan period.
- 4.3. During the 9 year period since the base date of the Local Plan of 2014, a total of 48.40 hectares of employment development has been completed. This equates to around 27% of all completed employment development and compares with a yearly annual average of 5.38 hectares since 2014.
- 4.4. With only 48.40 hectares completed within the 9 year period since the base date of the Local Plan we are below our future required annual average target of 9.15 hectares of land per year for the remainder of the Local Plan period.

Employment Take Up

- 4.5. The Summary Table 5 below highlights there has been 42% employment take up of the Local Plan period target of 180 hectares.

Table 5: - Summary of Employment Development

		DALP (180 Ha Target)		
		Hectares	Cumulative	
Completions 2014 - 22	Table I	41.73		
Completions 2023	Appendix A	6.67		
Sites Under Construction at 2023	Appendix B	27.21		
TOTAL COMMITTED DEVELOPMENT		75.61	75.61	42%
Identified Supply	Appendix C	104.53		
TOTAL		104.53	108.14	100%

Appendix A: Employment Completions

Ref	Location	Town	Plan Status	KURA	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
HI067	Open Bus Park - Caldwell Road	Widnes		South Widnes	B	22/00198/HBCFUL	Proposed creation of vehicle parking area from original bus parking area at Caldwell Road Widnes Cheshire WA8 7JT	SG	No Loss or Gain in Floorspace	0
HI334	Land Adjacent to Ditton Brook, Foundry Lane (Stobart's Training Centre)	Widnes		Halebank and Ditton Corridor	B	21/00470/REM	Application for the approval of reserved matters (appearance, landscaping, layout and scale) of permission 20/00352/HBCOUT (Outline application for residential development (Use Class C3) up to 86 dwellings	E(g), B2, B8	Loss of 1.87hecs of E(g), B2, B8	0
HI336	Land Adjacent to St. Helens Canal (Routledge Site), Tanhouse Lane	Widnes		South Widnes	B	19/00235/FUL	Application for proposed development consisting of 243 dwellings including access, open space and associated infrastructure at Land To The North Of Railway And West Of Tan House Lane	E(g)(iii)	No Loss or Gain in Floorspace	0
HI636	Land at Foundry Lane	Widnes	Primarily Employment	Halebank and Ditton Corridor	B	19/00373/FUL	Proposed construction of 4 no. storage units (Use Class B8) at 2-6 Foundry Lane Widnes Cheshire WA8 8TZ	B8	Gain of 386 sq.m of B8	0.11
H2053	Maspro House, Chadwick Road	Runcorn	Employment Renewal Area		B	19/00303/FUL	Proposed two storey front extension to existing industrial unit at Maspro House Chadwick Road Runcorn Cheshire WA7 IPW	E(g)(iii)	Gain of 170sq.m of E(g)(iii)	0
H2383	Ventcroft Ltd, Faraday Road	Runcorn	Employment Renewal Area		B	19/00382/FUL	Proposed extension to existing light industrial unit together with ancillary works at Ventcroft Ltd Faraday Road Runcorn WA7 IPE	E(g)(iii)	Gain of 3472sqm of E(g)(iii)	0
H2403	Unit 9B, Andersons Industrial Estate, Croft Street	Widnes	Primarily Employment	South Widnes	B	20/00108/COU	Proposed change of use from office to hot food takeaway (Use Class A5) together with fencing and new	SG	Gain of 135sq.m of SG, Loss of 135sq.m of E(g)(i)	0

Ref	Location	Town	Plan Status	KURA	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
							pedestrian access from Croft Street			
H2405	Unit 2 & 3 (Phase 2), Land off Gorsey Lane	Widnes	Allocated in Local Plan, Strat Employment	South Widnes	B	20/00385/FUL	Proposed development consisting of two industrial and warehousing units for B1, B2 and B8 uses with associated landscaping, service yards and car parking at Units 2 & 3 Land Off Gorsey Lane	E(g), B2, B8	Gain of 29,008 sq.m of E(g), B2, B8	0
H2408	150 Albert Road	Widnes			B	20/00135/COU	Proposed change of use from double glazing showroom (B2) to traditional Thai massage studio (A1)	B2	Gain of 76 sq.m of E(e), Loss of 76 sq.m of B2	0
H2411	Shell Green, Bennetts Lane	Widnes	Allocated in Local Plan, Strat Employment	South Widnes	B	21/00356/FUL	Proposed industrial development comprising two warehouse buildings with B2 and B8 Use Classes and ancillary E(g)(i) Office space, including service yards, car parking, landscaping and associated access infrastructure at Shell Green Bennetts Lane	B8, E(g)(i)	Gain of 3356sq.m of B8, Gain of 521 sq.m of E(g)(i)	1.12
H2417	22 Church Street	Runcorn		West Runcorn	B	20/00339/P3JPA	Prior notification for proposed change of use of offices (use class B1) to 1 no. residential apartment (use class C3) at	E(g)(i)	Loss of 116 sq.m of E(g)(i)	0
H2435	Land to the west of junction between Hardwick Road and Astmoor Road	Runcorn	Allocated in Local Plan		B	22/00278/S73	Application under Section 73 of the Town and Country Planning Act to vary condition numbers 2, 7, 8, 13 and 17 of planning permission 20/00536/FUL [Proposed employment development comprising 13 units totalling 2545 sq metres to provide E(g), B2 & B8 uses] to amend the approved scheme to consolidate and reduce the original approved floorspace	E(g), B2, B8	Gain of 2545sq.m of E(g), B2, B8	0

Ref	Location	Town	Plan Status	KURA	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
							across Units 1 to 5 (Blocks A and B), into a single revised Unit 3 (revised Block B) at			
H2465	Croda Colloids Ltd., Foundry Lane	Widnes	Primarily Employment	Halebank and Ditton Corridor	B	22/00068/FUL	Retrospective application for erection of temporary office / welfare cabins at Croda Colloids Ltd Foundry Lane Widnes	E(g)(i)	Gain of 300sq.m of E(g)(i)	0
H2466	Picow Farm Depot, Picow Farm Road	Runcorn	Primarily Employment	West Runcorn	B	21/00681/FUL	Proposed new salt barn to house salt for Highways use, constructed in durable timber pre fabricated unit at Picow Farm Depot Picow Farm Road Runcorn Cheshire	B8	Gain of 244sq.m of B8	0
H2469	Part of St Michaels Jubilee Golf Course, Dundalk Road	Widnes	Allocated in Local Plan	Halebank and Ditton Corridor	G	18/00087/FUL	Proposed construction of Solar Photovoltaic Array together with associated infrastructure, access, fencing and CCTV cameras at St Michaels Jubilee Golf Course Dundalk Road Widnes	SG	No Loss or Gain in Floorspace	5.44
H2475	GCP Applied Technologies UK Ltd, Widness Business Park	Widnes	Primarily Employment	Halebank and Ditton Corridor	B	22/00219/FUL	Proposed installation of 2 no. prefabricated buildings to the rear aspect of the site, each building having a footprint of 6m x 4m, one building will be fitted out for wash rooms and changing room, whilst the other building will be used as a canteen area at GCP Applied Technologies UK Ltd Widnes Business Park Foundry Lane Widnes WA8 8UD	B2	Gain of 48sq.m of B2	0
H2479	INOVYN ChlorVinyls Ltd, Runcorn Site	Runcorn	Strat Employment, Employment Renewal Area	West Runcorn	B	22/00310/FUL	Retrospective application for planning permission for demolition of existing stores building and construction of new research and development facility on the existing chemical site at INOVYN	E(g)(ii)	Gain of 220sq.m of E(g)(ii)	0

Ref	Location	Town	Plan Status	KURA	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
							ChlorVinyls Ltd Runcorn Site HQ Banks Lane PO Box 9 Runcorn Cheshire WA7 4JE			
H2509	Ancillary works at Tudor Road	Runcorn	Primarily Employment		B	19/00200/FUL	Proposed new build warehouse for use classes B1, B2 and B8 with associated ancillary works at Tudor Road Runcorn Cheshire WA7 ITA	E(g), B2, B8	Gain of 18740 sq.m of E(g), B2, B8	0
									Total	6.67

Appendix B: Employment Sites Under Construction

Ref	Location	Town	Plan Status	KURA	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
H1321	Former site of J.Bryan (Victoria) Ltd., Pickerings Road	Widnes	Primarily Employment	Halebank and Ditton Corridor	Brownfield	18/00285/WST	Proposed change of use to waste transfer and treatment facility, construction of waste transfer building and ancillary development including weighbridge, welfare facilities, storage bays and fencing at Former J Bryan (Victoria) Ltd Site	SG	1175	0
H1349	Tesco Distribution Centre	Widnes	Allocated in Local Plan, Strat Employment	Halebank and Ditton Corridor	Brownfield	08/00449/FUL	Phase 2. 13958sqm extension to Distribution Centre & Vehicle Maintenance Unit (VMU) 1863sqm	E(g), B2, B8	15821	1.94
H1919	Land between Delph Lane and Daresbury Sci Tech	Runcorn	Allocated in Local Plan, Strat Employment		Greenfield	21/00466/FUL	Proposed construction of a supercomputing centre providing 3,070 sqm of floor space (Use Class E1) with formation of new access, landscaping and associated infrastructure at Vacant Land South Of Sci-Tech Daresbury Campus	E(g)(ii)	3070	1.56
H1932	Land off Blackheath Lane (Manor Park 3), Manor Park	Runcorn	Allocated in Local Plan		Greenfield	13/00044/FUL	Application for new planning permission to replace extant permission 09/00505/FUL for proposed construction of new plant bakery	E(g)(iii)	5900	2.62
H2026	Grosvenor House, Northway	Runcorn			Brownfield	20/00354/COU	Proposed change of use of part of the ground floor and third floor from offices into 5 residential apartments, resident's gym and external alterations	E(g)(i)	-359	-0.53

Ref	Location	Town	Plan Status	KURA	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
H2046	Land East of Desoto Road East / West of Foundry Lane (Stobart Park/3MG)	Widnes	Allocated in Local Plan, Strat Employment	Halebank and Ditton Corridor	Greenfield	12/00155/REM	Phase I Earthworks and Infrastructure Reserved Matters submission relating to the area east of Steward's Brook	B8	124000	16.39
H2464	Mathieson Road	Widnes	Allocated in Local Plan, Strat Employment	Halebank and Ditton Corridor	Brownfield	21/00657/FUL	Proposed erection of a storage and distribution building (Use Class B8) including ancillary (integral) offices, creation of a service yard and parking areas for cars and HGVs, with associated access and servicing (Plot A2)	B8	18579	4.19
H2486	Onyx, 350 Blackheath Lane	Runcorn	Primarily Employment		Brownfield	22/00260/FUL	Proposed extension to existing warehouse (use class B8), ground works and associated works at Onyx 350 Blackheath Lane Runcorn WA7 1SE	B8	10405	1.04
									Total	27.21

Appendix C: Employment Land Supply (excluding under construction listed above)

Ref	Location	Town	Plan Status	KURA	LP Ref	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
HI109	East Lane House, East Lane (aka The White House)	Runcorn				B	21/00161/FUL	Proposed demolition of the existing vacant office building and the erection of apartment block and townhouses totalling 153no. dwellings (use class C3), a 66no. bedroom care home (use class C2) and a 85no. bedroom hotel (use class C1) at East Lane House	E(g)(i)	Loss of 17652sq.m of B1a	-1.14
HI153	Behind Harrow Estates, Chester Road	Runcorn	Allocated in Local Plan		E17	G	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	0.29
HI223	Moss Lane Nursery	Runcorn	Allocated in Local Plan		E25	G	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	5.46
HI246	Remainder of St Michaels Golf Course, Dundalk Road	Widnes	Allocated in Local Plan	Halebank and Ditton Corridor	E21	G	N/A	N/A	SG	No Loss or Gain in Floorspace	2.39
HI250	Daresbury Sci Tech, Keckwick Lane	Runcorn	Allocated in Local Plan, Strat Employment	East Runcorn	E4	G	21/00166/OUT	Outline planning application, with all matters reserved, for laboratory and office space (Use Class E(g)(i) and E(g)(ii)) development with associated car parking and landscaping at Ultraviolet Sci Tech Daresbury	E(g)(i), E(g)(ii)	Gain of 10000sq.m of E(g)(i), Gain of 6704sq.m of E(g)(ii)	2.7

Ref	Location	Town	Plan Status	KURA	LP Ref	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
HI252	HBC Fields, Halebank Road	Widnes	Allocated in Local Plan, Strat Employment	Halebank and Ditton Corridor	E23	G	22/00152/FULEIA	Proposed storage and distribution unit (B8 use) with ancillary offices (E(g)(i) use), electricity substation, two security gatehouses, vehicle wash, highways infrastructure including accesses, car parking, service and delivery areas and associated other works including ground works, drainage and landscaping at Land Off Lovels Way Halebank	B8	Gain of 50632sq.m of B8	22.12
HI313	Land to the north of Teva Pharmaceuticals, Chester Road, Whitehouse	Runcorn	Allocated in Local Plan		E18	B	17/00565/FUL	Proposed construction of extension to the existing production facility and warehouse at Teva Pharmaceuticals Aston Lane North Runcorn	E(g), B2, B8	Gain of 4727 sq.m of B2	0
HI332	Land off Runcorn Docks Road between Weston Point Expressway and Rail Line	Runcorn	Allocated in Local Plan		E3	B	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	2.02
HI333	Land to the West of Ditton Roundabout	Widnes	Allocated in Local Plan	Halebank and Ditton Corridor	E21	B	07/00408/FUL	Proposed 4-6 storey hotel comprising 149 No. bedrooms, conference centre, ancillary health & fitness facility with ancillary car parking (450 No. spaces) at Blendraven Site Ditton Road	E(g), B2, B8	No Loss or Gain in Floorspace	1.49

Ref	Location	Town	Plan Status	KURA	LP Ref	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
H1345	Land at Derby Road and Mill Lane Junction Roundabout	Widnes				B	20/00026/OUT	Outline application, with all matters other than access reserved for development comprising up to 42 apartments and ancillary works at Land Bounded By Mill Lane And Derby Road Widnes	E(g), B2, B8	No Loss or Gain in Floorspace	-0.97
H1348	Ex Breakers Yard, Croft Street	Widnes	Primarily Employment			B	21/00689/FUL	Proposed siting of 20 no. 14.75 sqm steel shipping containers for self storage and change of use of land to use class B8 at Land To The South Of Railtrack And Widnes Caravan Park Croft Street	B8	Gain of 1950sq.m of B8	0
H1349	Tesco Distribution Centre	Widnes	Allocated in Local Plan, Strat Employment	Halebank and Ditton Corridor	E27	B	08/00449/FUL	Phase 2. 13958sqm extension to Distribution Centre & Vehicle Maintenance Unit (VMU) 1863sqm	E(g), B2, B8	Gain of 13958sq.m of B8, Gain of 1863sq.m of E(g)(ii)	1.94
H1628	Land between Rail Line, Bridgewater Canal and Keckwick Lane	Runcorn	Allocated in Local Plan, Strat Employment	East Runcorn	E5	G	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	1.99
H1629	East of Delph Lane	Runcorn	Allocated in Local Plan, Strat Employment		E6	G	16/00495/OUTEIA	Resubmission of 15/00266/OUTEIA for mixed-use development comprising: up to 550 residential dwellings: up to 15,000 sq m of employment floorspace (Use Class B1); new local centre of up to 3,000 sq m (Use Classes A1 - A5 and D1 - dual use	E(g)(i)	Gain of 15000sq.m of B1a, Gain of 3000sq.m DUAL Use (A1-A5 + D1)	6.55

Ref	Location	Town	Plan Status	KURA	LP Ref	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
HI760	The Woodyard, Weaver View, Clifton	Runcorn	Allocated in Local Plan		E30	B	23/00018/FUL	Proposed filling station with ancillary convenience store (325 sq m GIA), forecourt with 4, 2 sided, pump islands , canopy, electric vehicle charging points and associated car parking, a drive thru fast food restaurant (349 sq m GIA)(Use Class E(b)/sui generis hot food takeaway use) with associated car parking, new site access road, new electricity substation, firewall to valve compound and associated works at The Woodyard Weaver View Clifton Runcorn WA7 4XU	SG, E(a), E(b)	Gain of 325sq.m of SG, Gain of 349sq.m of E(b)	1.34
HI866	Land North East of Ditton Road (Blendraven Site)	Widnes	Allocated in Local Plan	Halebank and Ditton Corridor	E21	B	17/00386/REM	Reserved matters application for approval of appearance, landscaping, layout and scale for outline application 14/00071/OUT for proposed lorry park, petrol filling station and cafe at Blendraven Site Ditton Road (west) Widnes	B8	Gain of 12300sq.m of B8 (truck parking), Gain of 220sq.m of SG, Gain of 220sq.m of A3	1.71
HI867	Land Bounded By Bennetts Lane and Dans Road and Gorsey Lane	Widnes	Allocated in Local Plan, Strat Employment		E2	G	13/00379/OUT	Outline application (with all matters reserved) for residential development of up to 131 dwellings on Land East Of Dans Road And North And West Of Bennetts Lane Gorsey Lane	E(g), B2, B8	Gain of 15227sq.m of B2	3.81

Ref	Location	Town	Plan Status	KURA	LP Ref	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
HI902	Former Muspratt Site	Widnes	Allocated in Local Plan		E33	B	06/00742/OUT	Outline application for golf driving range with all matters reserved for future consideration at Former Muspratt Works	E(g), B2, B8	No Loss or Gain in Floorspace	4.19
HI910	Land between Chester Road and the Rail Line	Runcorn	Allocated in Local Plan		E17	G	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	2.35
HI917	Land adjacent to the Office Village, Daresbury Park, Daresbury	Runcorn	Allocated in Local Plan	East Runcorn	E8	G	14/00052/FUL	Proposed Erection of 3 office (B1) units and associated parking at Land To North Of Red Brow Lane Daresbury Park	E(g)(i)	Gain of 1880sq.m of E(g)(i)	1.93
HI918	Land between the expressway and the Bridgewater Canal and west of Norton Priory	Runcorn	Allocated in Local Plan		E9	G	20/00337/OUTEIA	Outline planning permission, for the residential led mixed use development of the site, comprising of residential (Use Class C3), employment (Use Class B1) and local centre uses (Use Class A1-A4/D1)	E(g)(i)	Gain of 30000 sq.m of E(g)(i), Gain of A1-A4/D1 2000sq.m	4.7
HI921	Land between Rail Line, Bridgewater Canal and Keckwick Lane North	Runcorn	Allocated in Local Plan, Strat Employment	East Runcorn	E10	G	21/00702/REM	Application for the approval of reserved matters (scale, access, appearance, layout and landscaping) comprising the development of 2,120sqm of employment floorspace (Use Class E) to planning permission 16/00495/OUTEIA	E(g)(i)	Gain of part of 2120sq.m of E(g)(i)	1.21
HI932	Land off Blackheath Lane (Manor Park 3), Manor Park	Runcorn	Allocated in Local Plan		E20	G	13/00044/FUL	Application for new planning permission to replace extant permission 09/00505/FUL for proposed construction of new plant bakery	E(g)(iii)	Gain of 5900sq.m of E(g)(iii)	2.62

Ref	Location	Town	Plan Status	KURA	LP Ref	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
H1934	Land to north of Manor Farm Road, Manor Park ii site	Runcorn	Allocated in Local Plan	East Runcorn	E12	G	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	1.12
H1974	Land to the south of Rivington Road	Runcorn	Allocated in Local Plan		E16	G	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	1.62
H1978	Land to the rear of Moss Lane Nursery	Runcorn	Allocated in Local Plan	East Runcorn	E24	G	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	1.13
H1979	Land to the north and east of Six Acre Lane	Runcorn	Allocated in Local Plan	East Runcorn	E24	G	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	3.01
H1980	Land to the south west of Moss Lane	Runcorn	Allocated in Local Plan	East Runcorn	E25	G	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	4.1
H1982	Land to south of Moss Lane Nursery	Runcorn	Allocated in Local Plan	East Runcorn	E24	G	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	2.46
H1987	Land to north of Warrington Road / Domino Street Junction	Runcorn	Primarily Employment			B	20/00607/FUL	Proposed erection of 26 light flexible industrial units (Use Classes E(g) and B8) with associated landscaping, parking and access at Land To North Of Junction Of Warrington Road And Domino Court Runcorn	E(g) and B8	Gain of 1152sq.m of B8, Gain of 2000sq.m of E(g)(iii)	1.29

Ref	Location	Town	Plan Status	KURA	LP Ref	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
H2036	Land To The North East Of Junction Between Johnsons Lane And Gorsey Lane	Widnes	Allocated in Local Plan, Strat Employment		E1	B	15/00142/S73	Proposed amendment to approved plans to accommodate changes to first floor element of new food production facility, reference 13/00175/FUL at Land To The North East Of Junction Between Johnsons Lane And Gorsey Lane Widnes	B2	Gain of 3498sq.m of B2	1.24
H2055	Grundy Skip Hire, Pickerings Road	Widnes	Primarily Employment	Halebank and Ditton Corridor		B	21/00700/WST	Proposed two storey forward extension to the existing commercial building to improve office entrance at GSH Waste Recycling LTD Pickerings Road Widnes	E(g)(i)	Gain of 80sq.m of E(g)(i)	0
H2249	Land off Six Acre Lane	Runcorn	Allocated in Local Plan	East Runcorn	E28	G	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	5.73
H2250	Land west of Moore Meadows	Runcorn	Allocated in Local Plan		E29	G	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	2.15
H2251	Land between Warrington Rd and Oxmoor Wood	Runcorn	Allocated in Local Plan	East Runcorn	E19	B	N/A	N/A	B2, B8	No Loss or Gain in Floorspace	2.58
H2351	Land east of Edison Rd between Astmoor Road	Runcorn	Allocated in Local Plan		E15	B	N/A	N/A	E(g), B2, B8	No Loss or Gain in Floorspace	0.37

Ref	Location	Town	Plan Status	KURA	LP Ref	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
H2434	Land bound by the London and Western Railway and Ditton Brook	Widnes	Allocated in Local Plan, Strat Employment	Halebank and Ditton Corridor	E22	B	22/00308/REM	Application for the approval of reserved matters (access, appearance, landscaping, layout and scale) of outline planning permission 20/00445/OUT for the erection of a single storage and distribution building (Use Class B2/B8) including ancillary office space/staff facilities (Use Class E(g)(i)) with associated loading bays, HGV/car parking, landscaping, pedestrian/cycle connections and associated infrastructure (single unit scheme) at Land To The South Of Newstead Road Bound By The London And Western Railway And Ditton Brook	E(g), B2, B8	Gain of 34200sq.m of E(g), B2, B8	6.98
H2451	Daresbury Science Park, Keckwick Lane, Daresbury	Runcorn	Primarily Employment	East Runcorn		G	21/00475/FUL	Proposed installation of a ground-mounted solar array and associated sub station on unused greenspace for the generation of renewable electricity for use within the laboratory buildings onsite at Daresbury Science Park	SG	No Loss or Gain in Floorspace	1.14

Ref	Location	Town	Plan Status	KURA	LP Ref	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
H2458	Bowman Works, Gorsey Lane	Widnes	Primarily Employment			B	21/00498/FUL	Proposed erection of industrial/storage building for use class B2 / B8 purposes, parking and servicing areas, bunds, fencing, landscaping, ancillary works and retrospective permission for the retention of previously installed bunds at Bowman Works	B2	Gain of 1119sq.m of B2	0
H2462	ASH Waste Ltd, MacDermott Road	Widnes	Primarily Employment	Halebank and Ditton Corridor		B	19/00391/WST	Proposed construction of waste transfer building, change of use to commercial and industrial waste transfer station and ancillary development at ASH Waste Ltd MacDermott Road Widnes	SG	Gain of 1252sq.m of SG	0
H2472	Site B, Johnson Lane	Widnes	Primarily Employment			G	20/00164/WST	Proposed change of use of land to waste transfer station including office building, weighbridge , materials bay and fencing at Site B Johnson Lane Widnes	SG	No Loss or Gain in Floorspace	1.04
H2473	Grundy And Co Excavations, Ditton Road	Widnes	Primarily Employment	Halebank and Ditton Corridor		B	22/00097/FUL	Proposed single storey office extension and the relaying of the car parking area to provide 12 car parking spaces at Grundy And Co Excavations Ditton Road (west) Widnes Cheshire WA8 0PL	E(g)(i)	Gain of 100sq.m of E(g)(i)	0

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Ref	Location	Town	Plan Status	KURA	LP Ref	Site Type	Application No.	Description	Use Class	Floorspace (sq.m)	Area (ha)
H2498	Suite 2 Weaver House Ashville Point	Runcorn	Primarily Employment			B	22/00227/COU	Proposed change of use from offices to veterinary practice, together with minor external works at Suite 2 Weaver House Ashville Point	E(g)(i)	Loss of 170sq.m of E(g)(i), Gain of 170sq.m of E(e)	-0.03
H2507	Unit 3 Monks Way	Runcorn	Primarily Employment			B	21/00612/COU	Proposed change of use from office to small animal veterinary practice at Unit 3 Monks Way Runcorn	E(e)	Loss of 752sq.m of E(g)(i), Gain of 752sq.m of E(e)	-0.2
								Totals			104.43

Appendix D: New Sites Added to the Employment Land Supply

New Sites Contributing to (Gross) Policy Target (included in Appendix A, B or C)

Ref	Location	Town	Plan Status	KURA	Site Type	Application No.	Description	Use Class	Floorspace (sqm)	Area (ha)	Devt Status
H1250	Daresbury Sci Tech, Keckwick Lane	Runcorn	Strat Employment	East Runcorn	G	21/00166/OUT	Outline planning application, with all matters reserved, for laboratory and office space (Use Class E(g)(i) and E(g)(ii)) development with associated car parking and landscaping at Ultraviolet Sci Tech Daresbury	E(g)(i), E(g)(ii)	Gain of 10000sq.m of E(g)(i), Gain of 6704sq.m of E(g)(ii)	2.7	Site Not Started
H1252	HBC Fields, Halebank Road	Widnes	Strat Employment	Halebank and Ditton Corridor	G	22/00152/FULEI A	Proposed storage and distribution unit (B8 use) with ancillary offices (E(g)(i) use), electricity substation, two security gatehouses, vehicle wash, highways infrastructure including accesses, car parking, service and delivery areas and associated other works including ground works, drainage and landscaping at Land Off Lovels Way Halebank	B8	Gain of 50632sq.m of B8	22.12	Site Not Started
H1987	Land to north of Warrington Road / Domino Street Junction	Runcorn	Primarily Employment		B	20/00607/FUL	Proposed erection of 26 light flexible industrial units (Use Classes E(g) and B8) with associated landscaping, parking and access at Land To North Of Junction Of Warrington Road And Domino Court Runcorn	E(g) and B8	Gain of 1152sq.m of B8, Gain of 2000sq.m of E(g)(iii)	1.29	Site Not Started

Ref	Location	Town	Plan Status	KURA	Site Type	Application No.	Description	Use Class	Floorspace (sqm)	Area (ha)	Devt Status
H2434	Land bound by the London and Western Railway and Ditton Brook	Widnes	Strat Employment	Halebank and Ditton Corridor	B	22/00308/REM	Application for the approval of reserved matters (access, appearance, landscaping, layout and scale) of outline planning permission 20/00445/OUT for the erection of a single storage and distribution building (Use Class B2/B8) including ancillary office space/staff facilities (Use Class E(g)(i)) with associated loading bays, HGV/car parking, landscaping, pedestrian/cycle connections and associated infrastructure (single unit scheme) at Land To The South Of Newstead Road Bound By The London And Western Railway And Ditton Brook	E(g), B2, B8	Gain of 34200sq.m of E(g), B2, B8	6.98	Site Not Started
										33.09	

New Sites affecting employment land supply but not relevant to (Gross) Policy Targets

Ref	Location	Town	Plan Status	KURA	Site Type	Application No.	Description	Use Class	Floorspace (sqm)	Area (ha)	Devt Status
H1067	Open Bus Park - Caldwell Road	Widnes		South Widnes	B	22/00198/HBCF UL	Proposed creation of vehicle parking area from original bus parking area at Caldwell Road Widnes Cheshire WA8 7JT	SG	No Loss or Gain in Floorspace	0	Site Completed

Ref	Location	Town	Plan Status	KURA	Site Type	Application No.	Description	Use Class	Floorspace (sqm)	Area (ha)	Devt Status
HI109	East Lane House, East Lane (aka The White House)	Runcorn			B	21/00161/FUL	Proposed demolition of the existing vacant office building and the erection of apartment block and townhouses totalling 153no. dwellings (use class C3), a 66no. bedroom care home (use class C2) and a 85no. bedroom hotel (use class C1) at East Lane House	E(g)(i)	Loss of 17652sq.m of B1a	-1.14	Site Not Started
HI334	Land Adjacent to Ditton Brook, Foundry Lane (Stobart's Training Centre)	Widnes		Halebank and Ditton Corridor	B	21/00470/REM	Application for the approval of reserved matters (appearance, landscaping, layout and scale) of permission 20/00352/HBCOUT (Outline application for residential development (Use Class C3) up to 86 dwellings	E(g), B2, B8	Loss of 1.87hecs of E(g), B2, B8	-0.71	Site Not Started
HI345	Land at Derby Road and Mill Lane Junction Roundabout	Widnes		North Widnes	B	20/00026/OUT	Outline application, with all matters other than access reserved for development comprising up to 42 apartments and ancillary works at Land Bounded By Mill Lane And Derby Road Widnes	E(g), B2, B8	No Loss or Gain in Floorspace	-0.97	Site Not Started
H2466	Picow Farm Depot, Picow Farm Road	Runcorn	Primarily Employment	West Runcorn	B	21/00681/FUL	Proposed new salt barn to house salt for Highways use, constructed in durable timber pre fabricated unit at Picow Farm Depot Picow Farm Road Runcorn Cheshire	B8	Gain of 244sq.m of B8	0	Site Completed

Ref	Location	Town	Plan Status	KURA	Site Type	Application No.	Description	Use Class	Floorspace (sqm)	Area (ha)	Devt Status
H2472	Site B, Johnson Lane	Widnes	Primarily Employment	South Widnes	G	20/00164/WST	Proposed change of use of land to waste transfer station including office building, weighbridge , materials bay and fencing at Site B Johnson Lane Widnes WA8 0SJ	SG	No Loss or Gain in Floorspace	1.04	Site Not Started
H2473	Grundy And Co Excavations, Ditton Road	Widnes	Primarily Employment	Halebank and Ditton Corridor	B	22/00097/FUL	Proposed single storey office extension and the relaying of the car parking area to provide 12 car parking spaces at Grundy And Co Excavations Ditton Road (west) Widnes Cheshire WA8 0PL	E(g)(i)	Gain of 100sq.m of E(g)(i)	0	Site Not Started
H2475	GCP Applied Technologies UK Ltd, Widness Business Park	Widnes	Primarily Employment	Halebank and Ditton Corridor	B	22/00219/FUL	Proposed installation of 2 no. prefabricated buildings to the rear aspect of the site, each building having a footprint of 6m x 4m, one building will be fitted out for wash rooms and changing room, whilst the other building will be used as a canteen area at GCP Applied Technologies UK Ltd Widnes Business Park Foundry Lane Widnes WA8 8UD	B2	Gain of 48sq.m of B2	0	Site Completed

Ref	Location	Town	Plan Status	KURA	Site Type	Application No.	Description	Use Class	Floorspace (sqm)	Area (ha)	Devt Status
H2479	INOVYN ChlorVinyls Ltd, Runcorn Site	Runcorn	Strat Employment, Employment Renewal Area	West Runcorn	B	22/00310/FUL	Retrospective application for planning permission for demolition of existing stores building and construction of new research and development facility on the existing chemical site at INOVYN ChlorVinyls Ltd Runcorn Site HQ Bankes Lane PO Box 9 Runcorn Cheshire WA7 4JE	E(g)(ii)	Gain of 220sq.m of E(g)(ii)	0	Site Completed
H2486	Onyx, 350 Blackheath Lane	Runcorn	Primarily Employment	East Runcorn	B	22/00260/FUL	Proposed extension to existing warehouse (use class B8), ground works and associated works at Onyx 350 Blackheath Lane Runcorn WA7 1SE	B8	Gain of 10,405sq.m of B8	0	Site Under Construction
H2498	Suite 2 Weaver House Ashville Point	Runcorn	Primarily Employment		B	22/00227/COU	Proposed change of use from offices to veterinary practice, together with minor external works at Suite 2 Weaver House Ashville Point Runcorn Cheshire WA7 3FW	E(g)(i)	Loss of 170sq.m of E(g)(i), Gain of 170sq.m of E(e)	-0.03	Site Not Started

Appendix E: Employment Sites Subject to Change / Lost to Other Uses

Ref	Location	Town	Plan Status	KURA	Application No.	Description	Area (Ha)	Floorspace	Use Class
H1334	Land Adjacent to Ditton Brook, Foundry Lane (Stobart's Training Centre)	Widnes		Halebank and Ditton Corridor	21/00470/REM	Application for the approval of reserved matters (appearance, landscaping, layout and scale) of permission 20/00352/HBCOUT (Outline application for residential development (Use Class C3) up to 86 dwellings	0.71	Loss of 1.87hecs of E(g), B2, B8	E(g), B2, B8
H1336	Land Adjacent to St. Helens Canal (Routledge Site), Tanhouse Lane	Widnes		South Widnes	19/00235/FUL	Application for proposed development consisting of 243 dwellings including access, open space and associated infrastructure at Land to The North Of Railway And West Of Tan House Lane	7.56	No Loss or Gain in Floorspace	E(g)(iii)
H2403	Unit 9B, Andersons Industrial Estate, Croft Street	Widnes	Primarily Employment	South Widnes	20/00108/COU	Proposed change of use from office to hot food takeaway (Use Class A5) together with fencing and new pedestrian access from Croft Street	0.08	Gain of 135sq.m of SG, Loss of 135sq.m of E(g)(i)	SG
H2408	150 Albert Road	Widnes			20/00135/COU	Proposed change of use from double glazing showroom (B2) to traditional Thai massage studio (A1)	0.01	Gain of 76 sq.m of E(e), Loss of 76 sq.m of B2	B2
H2417	22 Church Street	Runcorn		West Runcorn	20/00339/P3JPA	Prior notification for proposed change of use of offices (use class B1) to 1 no. residential apartment (use class C3) at	0.01	Loss of 116 sq.m of E(g)(i)	E(g)(i)
						Total	8.37		

Appendix F: Employment Supply in the Delivery and Allocations Local Plan

Alloc Ref	Site Ref	Location	Town	KURA	Site Type	Area (ha)	Use Class	Planning Permission/ Application No.	Outline/ Full / Lapsed etc.	Floorspace (Gross sq.m) granted permission	Devt Status	Year of Completion
E1	H1908	Shell Green, land to the east of Gorsey Lane	Widnes	South Widnes	B	0.82	B8	17/00353/FUL	Granted (Full or REM)	3498	Site Completed	2017/18
E1	H2036	Shell Green, land to the east of Gorsey Lane	Widnes	South Widnes	B	1.24	B2	15/00142/S73	Lapsed	3498	Site Not Started	
E1	H2411	Shell Green, land to the east of Gorsey Lane	Widnes	South Widnes	B	1.12	E(g)(i), B8	21/00356/FUL	Granted (Full or REM)	Gain of 3356sq.m of B8, Gain of 521sq.m of E(g)(i)	Site Completed	2022/23
E2	H1867	Land to the south of Dans Road	Widnes	South Widnes	G	3.81	E(g), B2, B8	13/00379/OUT	Withdrawn		Site Not Started	
E3	H1332	Land between Rail line and Expressway off Runcorn	Runcorn	West Runcorn	B	2.02	E(g), B2, B8		N/A		Site Not Started	
E4	H1250	Daresbury Sci Tech	Runcorn	East Runcorn	G	2.7	E(g)(i), E(g)(ii)	21/00166/OUT	Granted (Outline)	16704	Site Not Started	
E4	H2039	Daresbury Sci Tech	Runcorn	East Runcorn	G	1.26	E(g)(i)	17/00556/FUL	Granted (Full or REM)	3775	Site Completed	2021/22
E5	H1628	Land between Rail Line, Bridgewater Canal and Keckwick Lane	Runcorn	East Runcorn	B	1.99	E(g), B2, B8		N/A		Site Not Started	
E6	H1629	Land between Rail Line, Bridgewater Canal and Delp	Runcorn		G	8.63	E(g)(i)	16/00495/OUTE IA	Granted (Outline)	15000	Site Not Started	
E8	H1917	Land adjacent to the Office Village	Runcorn	East Runcorn	G	3.56	E(g)(i)	14/00052/FUL	Lapsed	1880	Site Not Started	

Alloc Ref	Site Ref	Location	Town	KURA	Site Type	Area (ha)	Use Class	Planning Permission/ Application No.	Outline/ Full / Lapsed etc.	Floorspace (Gross sq.m) granted permission	Devt Status	Year of Completion
E9	H1918	Land between Daresbury Park and Bridgewater Canal	Runcorn		G	13.82	E(g)(i)	20/00337/OUTE IA	Granted (Outline)	40000	Site Not Started	
E10	H1921	Land between Rail Line, Bridgewater Canal and Keckwick Lane North	Runcorn	East Runcorn	G	1.21	E(g)(i)	21/00702/REM	Awaiting Decision	2120	Site Not Started	
E11	H1919	Land between Delph Lane and Sci Tech Daresbury	Runcorn	East Runcorn	G	2.28	E(g)(ii)	21/00466/FUL	Granted (Full or REM)	3013	Site Under Construction	
E12	H1934	Land to north of Manor Farm Road	Runcorn	East Runcorn	G	1.11	E(g), B2, B8		N/A		Site Not Started	
E13	H2435	Land to the west of junction between Hardwick Road and Astmoor Road	Runcorn		B	1.21	E(g), B2, B8	22/00278/S73	Granted (Full or REM)	2545	Site Completed	2022/23
E14	H2350	Land At Edison Road, Astmoor Industrial Estate	Runcorn		B	0.46	B8	19/00080/FUL	Granted (Full or REM)	1560	Site Completed	2019/20
E15	H2351	Land east of Edison Rd between Astmoor Road	Runcorn		G	0.37	E(g), B2, B8		N/A		Site Not Started	
E16	H1974	Land to the south of Rivington Road	Runcorn		B	1.62	E(g), B2, B8		N/A		Site Not Started	
E17	H1910, H1153	Land between Chester Road and the Rail Line	Runcorn		G	2.64	E(g), B2, B8		N/A		Site Not Started	
E18	H1313	Land to the north of Teva Pharmaceuticals	Runcorn		B	2.31	E(g), B2, B8	17/00565/FUL	Lapsed	4727	Site Not Started	

Alloc Ref	Site Ref	Location	Town	KURA	Site Type	Area (ha)	Use Class	Planning Permission/ Application No.	Outline/ Full / Lapsed etc.	Floorspace (Gross sq.m) granted permission	Devt Status	Year of Completion
E19	H2251	Land between Warrington Rd and Oxmoor Wood	Runcorn	East Runcorn	G	2.57	E(g), B2, B8		N/A		Site Not Started	
E20	H1932	Land off Blackheath Lane	Runcorn		G	4.47	E(g)(iii)	13/00044/FUL	Granted (Full or REM)	5900	Site Stalled	
E21	H1246	St Michaels Golf Course (south)	Widnes	Halebank and Ditton Corridor	B	2.39	B2, B8		N/A		Site Not Started	
E21	H1333	St Michaels Golf Course (south)	Widnes	Halebank and Ditton Corridor	B	1.49	B2, B8	07/00408/FUL	Lapsed		Site Not Started	
E21	H1866	St Michaels Golf Course (south)	Widnes	Halebank and Ditton Corridor	B	1.71	B2, B8	17/00386/REM	Lapsed	12520	Site Not Started	
E21	H2469	St Michaels Golf Course (south)	Widnes	Halebank and Ditton Corridor	B	5.44	SG	18/00087/FUL	Granted (Full or REM)		Site Completed	2022/23
E22	H1972	Land north of Ditton Junction	Widnes	Halebank and Ditton Corridor	G	2.43	E(g), B2, B8	18/00215/FUL	Granted (Full or REM)	34200	Site Completed	2019/20
E22	H2434	Land north of Ditton Junction	Widnes	Halebank and Ditton Corridor	G	6.98	E(g), B2, B8	20/00445/OUT	Granted (Outline)	34200	Site Not Started	
E23	H1252	HBC Field	Widnes	Halebank and Ditton Corridor	G	12.07	B8	22/00152/FULEI A	Granted (Full or REM)	50632	Site Not Started	
E24	H1212	Land north of Six Acre Lane	Runcorn	East Runcorn	G	3.74	B8	17/00441/FUL	Granted (Full or REM)	10653	Site Completed	2018/19
E24	H1978	Land north of Six Acre Lane	Runcorn	East Runcorn	G	1.13	E(g), B2, B8		N/A		Site Not Started	
E24	H1979	Land north of Six Acre Lane	Runcorn	East Runcorn	G	3.01	E(g), B2, B8		N/A		Site Not Started	

Alloc Ref	Site Ref	Location	Town	KURA	Site Type	Area (ha)	Use Class	Planning Permission/ Application No.	Outline/ Full / Lapsed etc.	Floorspace (Gross sq.m) granted permission	Devt Status	Year of Completion
E24	H1982	Land north of Six Acre Lane	Runcorn	East Runcorn	G	2.46	E(g), B2, B8		N/A		Site Not Started	
E25	H1223	Moss Lane Nursery	Runcorn	East Runcorn	G	5.46	E(g), B2, B8		N/A		Site Not Started	
E25	H1980	Moss Lane Nursery	Runcorn	East Runcorn	G	4.1	E(g), B2, B8		N/A		Site Not Started	
E26	H2046	Foundry Lane	Widnes	Halebank and Ditton Corridor	B	24.18	B8	12/00155/REM	Granted (Full or REM)	124000	Site Under Construction	
E26	H2047	Foundry Lane	Widnes	Halebank and Ditton Corridor	B	1.56	SG	12/00458/FUL	Granted (Full or REM)	2248	Site Completed	2016/17
E26	H2048	Foundry Lane	Widnes	Halebank and Ditton Corridor	B	1.37	B2	13/00229/FUL	Granted (Full or REM)	4361	Site Completed	2017/18
E26	H2049	Foundry Lane	Widnes	Halebank and Ditton Corridor	B	0.65	E(g)(i)	17/00061/FUL	Granted (Full or REM)	2160	Site Completed	2018/19
E26	H2085	Foundry Lane	Widnes	Halebank and Ditton Corridor	B	4.74	B2	16/00158/COU	Granted (Full or REM)	14000 (-26500 B8)	Site Completed	2016/17
E26	H2410	Foundry Lane	Widnes	Halebank and Ditton Corridor	B	1.58	E(g), B2, B8	20/00110/FUL	Granted (Full or REM)	3566	Site Completed	2021/22
E26	H2464	Foundry Lane	Widnes	Halebank and Ditton Corridor	B	4.19	B8	21/00657/FUL	Granted (Full or REM)	17651	Site Under Construction	
E27	H1349	Tesco Distribution Centre	Widnes	Halebank and Ditton Corridor	B	1.94	E(g), B2, B8	08/00449/FUL	Granted (Full or REM)	15821	Site Stalled	
E28	H2249	Land off Six Acre Lane	Runcorn	East Runcorn	G	5.72	E(g), B2, B8	N/A	N/A		Site Not Started	

Alloc Ref	Site Ref	Location	Town	KURA	Site Type	Area (ha)	Use Class	Planning Permission/ Application No.	Outline/ Full / Lapsed etc.	Floorspace (Gross sq.m) granted permission	Devt Status	Year of Completion
E29	H2250	Land west of Moore Meadows	Runcorn		G	2.14	E(g), B2, B8	N/A	N/A		Site Not Started	
E30	H1760	Land at junction 12 M56	Runcorn		G	1.34	SG	23/00018/FUL	Awaiting Decision		Site Not Started	
E31	H2364	Former Bayer Site	Widnes	South Widnes	B	8.75	E(g), B2, B8	19/00240/FUL	Granted (Full or REM)	35628	Site Completed	2021/22
E31	H2405	Former Bayer Site	Widnes	South Widnes	B	7.16	E(g), B2, B8	20/00385/FUL	Granted (Full or REM)	29008	Site Completed	2022/23
E32	H1045	former Thermphos site	Widnes	South Widnes	B	7.66	B8	15/00208/DEM	Prior Approval Allowed	-7190 of B8	Site Completed	2015/16
E33	H1902	Former Muspratt Site	Widnes	South Widnes	B	4.19	E(g), B2, B8	06/00742/OUT	Refusal		Site Not Started	
			Totals			190.8				377,914		

REPORT TO:	Environment and Urban Renewal Policy & Performance Board
DATE:	21 st February 2024
REPORTING OFFICER:	Chief Executive
PORTFOLIO:	Environment & Regeneration
SUBJECT:	Performance Management Reports for Quarter 3 of 2023/24
WARDS:	Boroughwide

1.0 PURPOSE OF REPORT

- 1.1 To consider, and raise any questions or points of clarification, in respect of performance management for the third quarter period to 31st December 2023.
- 1.2 Key priorities for development or improvement in 2023 - 24 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment and Regeneration Policy and Performance Board as detailed below:
 - Development and Investment Services
 - Highways and Transportation, Logistics and Development Services
 - Waste and Environmental Improvement and Open Space Services

The report details progress against service objectives and milestones, and performance targets and provides information relating to key developments and emerging issues that have arisen during the period.

2.0 RECOMMENDED: That the Policy and Performance Board

- 1) Receive the third quarter performance management reports;**
- 2) Consider the progress and performance information and raise any questions or points for clarification; and**
- 3) Highlight any areas of interest and/or concern where further information is to be reported at a future meeting of the Board.**

3.0 SUPPORTING INFORMATION

- 3.1 Departmental objectives provide a clear statement on what services are planning to achieve and to show how they contribute to the Council's strategic priorities.

Such information is central to the Council's performance management arrangements and the Policy and Performance Board has a key role in monitoring performance and strengthening accountability.

4.0 POLICY IMPLICATIONS

- 4.1 There are no policy implications associated with this report.

5.0 OTHER IMPLICATIONS

- 5.1 There are no other implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

- 6.1 Departmental service objectives and performance measures, both local and national are linked to the delivery of the Council's priorities. The identification of business critical objectives/ milestones and performance indicators will further support organisational improvement.

- 6.2 Although some objectives link specifically to one priority area, the nature of the cross - cutting activities being reported, means that to a greater or lesser extent a contribution is made to one or more of the Council priorities.

7.0 RISK ANALYSIS

- 7.1 At the time at which annual business plans are developed, Directorate Risk Registers are also refreshed and updated.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 Not applicable.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 Not applicable

10.0 LIST OF BACKGROUND PAPERS UNDER SECTIONS 100D OF THE LOCAL GOVERNMENT ACT 1972

10.1 Not applicable

Environment and Regeneration PPB – Priority Based Monitoring Report

Rep

Reporting Period: **Quarter 3 – 1st October to 31st December 2023**

1.0 Introduction

- 1.1 This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the third quarter of 2023 / 24 for those service areas within the remit of the Environment and Regeneration Policy and Performance Board.
- 1.2 Key priorities for development or improvement in 2023 / 24 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Regeneration Policy & Performance Board i.e.:
- Development & Investment Services
 - Open Spaces and Waste and Environmental Improvement
 - Highways, Transportation & Logistics and Physical Environment
- 1.4 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 7 of this report.

2.0 Key Developments

- 2.1 There have been a number of developments within the Directorate during the period which include:-

Economy Enterprise & Property

2.2 Regeneration Town Centres

Halton Lea

Public/Private Partnership now established to tackle the very real problem of ASB. Partners include HBC, Shopping City, “Right to Succeed”, “Vibe” as well as the Police and Riverside Housing Association. It is expected that an educational project, on how ASB can affect local communities, will be taken into local schools and discussed at length. This hopefully will be a sustainable Project that can embed itself within the school curriculum going forward.

Runcorn

Work to progress the programme of projects called “Reconnecting Runcorn” funded by the £23.6m Runcorn Town Deal is progressing with all proposals achieving traction. The projects are continuing to progress through the design phases, with all the associated surveys, consents, agreements, working with multi-disciplinary

consultant teams, with a wide variety of colleagues / Council teams, and numerous external stakeholders involved.

The next phase of the Creative and Digital Skill Centre, the Youth Centre at 57- 59 High Street, has been tendered and a tender appraisal is being completed. Work on site is expected to start in February 2024. The Brindley Theatre extension is ready to tender with a start on site (subject to tender appraisal) estimated to be April 2024.

Runcorn Station Quarter

For the Enterprise Centre work has continued to secure an operator, the documents for this are planned to be issued on the chest in January 2024. Once an operator is in place the internal design can be restarted to progress to RIBA stage 3.

Runcorn Station Redevelopment – Network Rails Capital Delivery Team have now published an ITT pack for their subcontractor to respond to via their Framework, who pricing is due to be received by 29th January 2024, following a mid-tender workshop due mid-January, with contracts estimated to be signed at the end of March 2024.

An application by DLA Piper has been made on the Council's behalf to HMLR to register land which has been highlighted as unregistered.

Widnes Town Centre

The Widnes Town Centre Vision was completed by the BE Group and presented to members.

Programmes Office

In this quarter the Team has developed a new tracking system for funding enquiries and bid development, ensuring a more effective service for enquirers and enabling more meaningful statistics and tracking to be produced.

8 new requests for support provided in the quarter and draft bids in progress to the value of £3.5m

The Team workload remains high with a number of initiatives and projects being supported:

- ~ bid to National Lottery Heritage Fund for £900k to revamp a gallery
- ~ supporting Regen NTC colleagues with Brownfield Land funding
- ~ development and circulation of monthly Funding Bulletins to colleagues and voluntary sector partners
- ~ supporting a number of churches in the Borough with grant bids
- ~ leading on Visitor Economy campaigns for Halton in liaison with LCR colleagues, including Visit Halton website and socials
- ~ working with Regen NTC colleagues on a Mid Mersey Park feasibility study
- ~ working with Directorate ODs/DMs on a model for supporting Departmental priorities
- ~ providing colleagues with funding stream info to support the delivery of Halton's Climate Action Plan

The Team continues to monitor a number of programmes on behalf of HBC, including Destination Marketing funded through SIF, Ways to Work funded through SIF/UKSPF, Town Deal and UKSPF

We have delivered training for the voluntary sector in partnership with Halton and St Helens VCA and have a joint programme or training planned with them for 2024.

2.3 Regeneration Non-Town Centres

Sci-Tech Daresbury

The Liverpool City Region Investment Zone was confirmed in July 2023 and the Combined Authority continue to liaise with Government on the business case. Executive Board approved Sci-Tech Daresbury's inclusion in the IZ as a tax site in October 2023. Work is currently ongoing to finalise the Full Business Case for IZ funding to

support Project Violet Phase 2. The Joint Venture have commenced tendering and a start on site is anticipated in Q1 2024

Astmoor

Work is ongoing to secure the development agreement and liaise with partners to commence scheme design.

Foundry Lane

Foundry lane is fast approaching the construction phase with the remediation phase completed in the third quarter of 2023 stroke 2024. The total number of dwellings to be built remains at 360 however phase one has been pared back to 63 but the shortfall is mitigated weather increase indwelling units in phase two.

Energy Retrofit Programme

The team continue to manage a number of grant schemes to enable Halton residents, private landlords and Registered Providers access funds to improve the energy performance and decarbonise homes within the Borough. These schemes are being delivered in partnership with the Liverpool City Region Combined Authority, with grant funding secured from Department for Business, Energy & Industrial Strategy;

The Sustainable Warmth Fund closed down on 31st September 2023. Through this grant scheme over an 18 month period £2.77 Million of Govt. Grant has been invested in 332 homes in Halton to make them warmer, more energy efficient and reducing carbon emissions. Measures have included solar panel (250 homes), Loft insulation (140), air source heat pumps (12) and external Wall Insulation (12).

A new grant scheme was opened to residents in December 2023, called the Home Upgrade Grant Round 2 (HUG2), with a target to improve between 50 – 100 properties 'off gas' properties, with insulation and renewable energy measure. A delivery / managing agent, Ecogee has been appointed by the Combined Authority, HUG2 runs until March 2025.

Residents' queries and applications for grant funding remain high.

Business Support Service

Halton Business Support Service was launched in this quarter to support Halton businesses with a range of solutions, including:

- Strategic Management, Strategy & Business Planning
- Digital Marketing
- Environmental Performance
- HR Support
- Manufacturing Process & Efficiency
- Strategic Marketing & Sales
- Tendering & Bid Writing
- Financial Management
- Business Start Up Support

The service will offer fully-funded consultancy support to eligible businesses in the Borough of Halton, with a focus on growing small and medium sized businesses. Delivery will be both via 1-2-1 and one-to-many sessions. The aim is to allow every business access to the service where funds and eligibility allow.

This project is funded by the UK Government through the UK Shared Prosperity Fund with the Liverpool City Region Combined Authority as the lead authority. The project is expected to run for until March 2025.

Sector Specific Networks

The Business Investment and Growth Team successfully Launched the first Green Breakfast Network in October which offered an opportunity for businesses to learn more about projects happening across the Liverpool City Region and beyond providing a valuable insight and the event was well received by those who attended.

The team will be looking to host further sector specific networks during the course of 2024/2025 as part of the outward facing engagement.

Freeport and 3MG

The Freeport sites are being actively promoted by the Freeport team the great platform investment team and Halton council's business investment and growth team. In total there are four significant sites being promoted ranging in size from 140,000 square feet to 500,000 square feet. Exeter 295 on Matheson Rd has been completed, fitted out and is being actively marketed to secure a tenant.

2.4 Asset Management

Acquisition of nos 43,45,47,49, Waterloo Road Widnes completed 1 December 2023. Site required for the Widnes Loops highway scheme

Disposal of the former bus depot, Moor Lane, Widnes completed 21 November 2023

Lease of Unit 5 the Hive, Widnes to Serious Fun Ltd completed 1 December 2023 for 10 years

Academy lease of Weston Point primary school, Runcorn completed 14 December 2023 to the Wade Deacon Trust

2.5 Policy Planning & Transportation

2.6 Highway Development

- Contractual and design processes were completed during Q3 for the Silver Jubilee Bridge (SJB) (below the bridge deck / carriageway) maintenance painting contract. Stakeholder notifications were made in December in preparation for the start of work on site in January 2024.
- The bonfire night fireworks display was launched from the deck of SJB, accompanied by a display by the bridge's new architectural lighting system. The event was well received by the public.
- General inspections of the Council's bridge stock were completed during Q3, and principal inspections were carried out on five bridges over the Bridgewater Canal in Runcorn.
- Construction work has progressed on the new bridge on A558 for the junction being constructed on behalf of Redrow Homes, including a closure of the expressway for the installation of the bridge beams by crane.
- The Street works team (who regulate all work by utilities and others on the highway) has recruited a new permit technician and a new manager (agency) in order to maintain a full complement of staff. One of the two inspectors will retire in March, so there is a need to recruit another inspector to ensure road works are undertaken safely, quickly, and are excavations are reinstated properly.
- The red light / speed on green camera, paid for by the Police and Crime Commissioner, was installed during Q3.

2.7 Planning

- The team are working with developers on a number of major schemes including: Howarth at Hale Bank, Miller in North Widnes, Redrow in North Widnes, Warrington BC / Peel on the Fiddlers Ferry site, Morris Homes at Preston Brook, SOG at Heath Park, Homes England at Sandymoor, and Magenta at Widnes Waterfront.

2.8 Community & Environment

Community Engagement/Campaigns

The Waste Management Team was involved in a number of activities during October and November; including the National Recycle Week campaign. Officers visited 10 locations and engaged with over 300 residents, handing out information leaflets and offering advice.

The team also carried out a Christmas Campaign visiting 5 locations and engaging with circa 300 residents about waste and recycling matters, giving out information leaflets - including a Christmas Quick Tips Guide and Christmas Collection Timetable.

During this period social media posts were put on the Waste Management account with messages around the Recycle Week theme and messages targeted around Christmas - including reducing food waste, what to do with old electronics and clothes, what types of materials can be recycled in the blue bin and what to do with the extra waste that is generated over the holidays. These messages reached an audience of over 7,000.

Engagement activities and social media posts aim to help reduce confusion around what can be recycled in blue bins and boxes in Halton – trying to promote the Right Waste Right Bin message.

School Litter Pick Activities

The Waste Management Team arranged 11 school litter pick activities in this last quarter.

For each session, the team members took out a class size group to an area close to the school and litter picked for about 30 minutes. We provided pupils with litter pickers, hoops and Hi-Viz vests and each school received a certificate of participation.

418 pupils and teachers took part and more than 100 bags of rubbish were collected over all the sessions.

Community Walkabouts

The Waste Management Team has been involved in 6 walkabouts along with a total of 22 volunteers. The walkabouts are in joint working with local Housing Associations and other partner agencies.

Community Engagement Officers meet partner colleagues and walk around areas to discuss/make note of any issues they find, engage with residents, door knock and report back anything that may need to be actioned.

Veterans Clean-Ups

The team organised the schedule for 11 Halton Veteran Community Clean Ups in the last quarter. Along with abandoned trollies and general fly tipped items, 200 bags of waste and litter were collected.

Recycling Campaigns

A Liverpool City Region-wide 6 week marketing campaign, led by the Merseyside Recycling and Waste Authority, began in October; which coincided with National Recycling Week. This campaign promoted clear recycling messages that residents should not dispose of bagged waste and food waste in recycling bins. Additionally, in Halton, a booklet was produced that clearly identified what materials can, and what cannot, be recycled in household blue bins. Distribution of the booklet to all Halton households commenced at the end November.

Community Development

Community Development have supported 42 existing groups/organisations and assisted in setting up 7 new groups. 143 volunteers have been directly supported. Bids totalling £73,860 have been submitted and £32,900 has been awarded this quarter.

2.9 Cemeteries

The new method for the transfer of 'exclusive rights of burial' has been implemented; bringing the service into line with recommended industry guidance.

Volunteers groups have begun working with the cemeteries team looking after Widnes, Birchfield Road Cemetery.

2.10 Open Spaces

Town Park - scheme to better connect Holt Lane entrance with the wider park and Palacefields area is at early design stage.

Brindley Theatre - enabling works for temporary pedestrian access to building during extension construction have been completed.

Birchfield Gardens - Refurbishment/landscape and pond improvements is now underway.

This year's round of small-scale playground improvements has been completed (renewing safer surfacing and replacing outdated equipment).

3.0 Emerging Issues

3.1 A number of emerging issues have been identified during the period that will impact upon the work of the Directorate including:-

Economy Enterprise & Property

3.2 Regeneration Town Centres

No issue's documented

3.3 Regeneration Non-Town Centres

Business Support Service

Procurement for service delivery consultancy commenced.

Programmes Office

Key pieces of work for Quarter 4

~ Town Deal Monitoring – next claim due May 2024; 2 Board meetings scheduled this quarter; also rolling out a Marketing Plan for projects

~ UKSPF Monitoring – next claim due April 2024; Quarter 4 chasing end of Year 2 spend; developing publicity and promotion for projects

~ Destination Marketing programme delivery and monitoring – next claim due April 2024; Quarter 4 delivery includes a 50th Anniversary campaign and a Halton Food and Drink spring campaign

~ Catalyst NLHF bid submission (£900k) – bid deadline May 2024

~ Develop a training programme for 2024 in partnership with the VCA

~ support a range of bids to be submitted by HBC colleagues and voluntary sector partners

~ developing the next Climate Change Funding Bulletin

3.4 Asset Management

From 30 October 2023 marketing commenced for the disposal of the former swimming pool, Bridge St, Runcorn

3.6 Policy Performance Transportation

Recruitment to roles to bolster capacity to deliver the Local Plan, LTP3, and Mersey Gateway Regeneration Strategy remains a challenge. A recruitment drive was undertaken during Q3, but no suitably experienced candidates were available for any of the 17 roles. Feedback from the recruitment exercise cited salary expectations as the primary issue delaying recruitment.

Highways

- In Streetworks a programme of coring works is being undertaken to assess the quality of utility reinstatements on the network. The first round of coring saw a failure rate of 50 – 100% for some utilities. Coring allows the quality of an excavation reinstatement to be checked for things like the type of material use, degree of voids, and depth of material.
- A draft strategy for Electric Vehicle Charging Infrastructure will be presented to the EUR PPB in February

Logistics

- Procurement of a new Fleet Tyre Contract is nearing completion.

Planning

- The Government published a new version of the National Planning Policy Framework (NPPF). This has resulted in some changes to national planning policies.
- Following the resignation of the local plans team leader, the senior planner in the team has now retired, and the principal is on maternity leave. There are currently two members of staff out of a complement of six. An agency arrangement has been used to bring in capacity to complete priority work.
- Mandatory biodiversity net gain requirements will commence in Q4 (from 12 February 2024)
- The Annual Monitoring Report on the Local Development Framework will be presented to the EUR PPB in February
- A draft Climate Change Supplementary Planning Document will be presented to the EUR PPB in February
- **Planning: Planning Application Statistics (Q3 22/23).** The Accelerated Growth Programme is seeking to increase capacity to increase turn-around times for case work, particularly the capacity of internal consultees and also in legal for dealing with planning obligation deeds (S.106).

Total Applications Received: (Includes those Withdrawn and Returned) 115	
Applications Decided 134	Applications On-Hand (Undecided) 201
Pre-Applications Received 33	Pre-Applications Closed 21

N.B. There are certain applications (such as tree preservation orders) that are not counted in the statutory CLG speed of processing statistics. This accounts for the difference between the figures reported above and the figures given for PPT LI 04.

3.7 Community & Environment Services

Community Centres

Since Halton Day Services have vacated Murdishaw Community Centre, Officers are in negotiation with The Bridge School to take on the space early in 2024.

Big Halton Forest

The second phase of planting of the Big Halton Forest project will see circa 12,000 trees planted in early 2024. The planting will take place on a combination of Council owned sites, housing association and privately owned land, and within a school grounds. The Council's Park Rangers have carried out 4 engagement sessions with partner landowners, with a total of 70 volunteer/engagement hours

4.0 High Priority Equality Actions

- 4.1 Equality issues continue to form a routine element of the Council's business planning and operational decision making processes. Additionally the Council must have evidence to demonstrate compliance with the Public Sector Equality Duty (PSED) which came into force in April 2011.
- 4.2 The Council's latest annual progress report in relation to the achievement of its equality objectives is published on the Council website and is available via:

<http://www4.halton.gov.uk/Pages/councildemocracy/Equality-and-Diversity.aspx>

5.0 Performance Overview

- 5.1 The following information provides a synopsis of progress for both milestones and performance indicators across the key business areas that fall within the remit of the Board.

Development and Investment Services

Ref	Objective: To develop, coordinate and deliver major regeneration programmes To deliver Runcorn Towns Fund programme.
EEP 03	Environment and Urban Renewal

Milestone	Progress Q3	Supporting Commentary
Spend the £23.6m by 31st March 2026 .		Projects across the programme are working through key stages. Spring 2024 will see the first projects start on site. At this point in time it looks like all projects can be delivered, with all budget spend in time. This will be reviewed in April 2024.
To secure additional funding for key projects (Enterprise Centre and Creative and Digital Skills Centre) by September 2023 .		Additional YIF funding for the Creative and Digital Skills Centre was not achieved. The new youth centre at 57-59 High Street – part of the CDSC – will be delivered with only town deal

To secure vacant possession by July 2024 .		<p>funding. A review of the proposal for 63-65 High Street has been made to bring the overall project within budget.</p> <p>The funding from Liverpool City Region CA for the RSQ Enterprise facility is still unsecured, discussions are ongoing.</p> <p>Commercially sensitive negotiations are ongoing to achieve vacant possession of a shop on the High Street. It is anticipated that this will be completed in January 2024.</p>
To review all projects (program and budgets) to make key delivery decisions by September 2023 .		<p>All projects were shown at the Reconnecting Runcorn 2023 public information event 9 June in the Brindley. An update report to the Runcorn Town Deal Board 14 September 2023 noted progress on all projects in detail.</p> <p>Projects will be reviewed at the start of the next financial year to ensure all steps possible are being taken to keep the projects within funding budget and time constraints.</p>

Ref	Objective: To deliver Runcorn Station Quarter
EEP 04	Environment and Urban Renewal

Milestone	Progress Q3	Supporting Commentary
To provide a new station building by December 2025		Funding is still to be obtained from CRSTS for stage 5-8 (detailed design and build). Planning consent is also still to be obtained
To progress an Ad Medium Filum application with DLA Piper for various pieces of land within the red line boundary		On going

Ref	Objective
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EEP 05	<p>Corporate Resources: To maximise and maintain external funding resources</p> <p>To oversee the successful delivery of the Council's externally funded (economic regeneration) programmes, including employment, learning and skills and other schemes identified as corporate priorities.</p>
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Milestone	Progress Q3	Supporting Commentary
To establish the Programmes Office Team, ensuring the full team is in place and competent, with clear roles and responsibilities.		Team now at full complement; regular meetings held to ensure workloads and roles are understood. The Team has reviewed and changed systems where needed to ensure leaner working arrangements
To establish/get endorsed a Business Justification Case for all bids over £50,000 to ensure the relevance and deliverability of externally funded schemes. All bids to be logged with the Programmes Office and all officers within the department to attend the Bid-Writing course before drafting any bids.		Business Justification Case circulated to Dept managers; meetings booked in with 2 out of 3 ODs; two bid-writing training courses delivered for colleagues and further sessions being planned for 2024
To ensure effective systems are in place and understood for the monitoring of the Town Deal programme to minimise the risk of clawback/non-compliance		Monitoring systems well established; comprehensive Project Guide developed and distributed to project leads; bi-annual claim being completed; DLUHC assurance documentation being completed and risk registers developed; regular meetings with Government rep

Ref	Objective
EEP 06	<p>Corporate Resources: To provide a comprehensive and strategic asset management service</p> <p>Manage the Council's commercial and investment portfolio, implement the Council's disposal programme, support the Council's regeneration team for delivery of projects, provide asset valuation and associated financial reports to feed into the close down process.</p>

Milestone	Progress Q3	Supporting Commentary
Commence re tender process July 2023 for the contract for external property consultants to provide provision of estate management service.		Award and contract completed October 2023 with commencement of the contract 13 January 2024

Complete the asset management reporting to meet the timetable of financial close down by 30 April 2023 .		Reports were provided by 30 June to Finance and queries on reports by 9 July. Task was not completed by end of April. Work on the reporting for 2024 have started earlier in December 2023
Commence the re tender process July 2023 for the contract to appoint property advisers to prepare asset valuations.		Tender process commenced with instruction to Procurement. Tender process is timetabled with Procurement colleague during Q3 but no further progress as considering a direct award under the Crown Civil Service framework
By 30 June commence marketing of 'hand back' sites in Widnes for disposal.		The marketing agents have updated the disposal strategy dated 23 November 2023, incorporating the information from United Utilities on the line of easement for water pipes. The results of site investigations are to be assessed by the marketing agents. Sites unlikely to be marketed before Q4

EEP 09	Corporate Priority: To design, manage and deliver a place-based business support programme for Halton
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Milestone	Progress Q3	Supporting Commentary
Scheme in Place September 2023		Delay in procurement but will be mitigated with delivery over the remainder of the programme.
Scheme finalised March 2025		On-line to be delivered by March 2025

Ref	Objective
EEP 10	Corporate Priority: Secure funding, support procurement and ground-breaking to take place for Ultraviolet at Sci Tech Daresbury Commissioning of Ultraviolet

Milestone	Progress Q3	Supporting Commentary
Funding Secured Q3 2023 / 2024		Work is currently ongoing to finalise the Full Business Case for IZ funding to support Project Violet Phase 2. The Joint Venture have commenced tendering and a start on site is anticipated in Q1 2024.

Procurement Q4 2023 / 2024	<input checked="" type="checkbox"/>	The Joint Venture have commenced tendering.
Groundbreaking Q1 2024 2025	<input checked="" type="checkbox"/>	Start on site is anticipated in Q1 2024.

Appendix 2: Progress Against Performance Indicators

STRATEGIC ISSUES	BASELINE POSITION	OUTCOMES AT END OF YEAR 1	OUTCOMES AT END OF YEAR 3	INTERVENTIONS	KEY PERFORMANCE INDICATORS
High Unemployment	2.7% of economically active people are unemployed (2021 Census)			HBC's contribution: HPIJ delivery of Welfare to Work & Health programmes (Ways to Work, Restart, Work & Health Programme, Pioneer and Supported Internships Programme)	Percentage unemployed (aged 16-64 years). Percentage of economically inactive of working age
Low wage residents	Data not available from Census 21? Data from Adzuna – median salary in Halton is £26,000 which is 14.3% less than the national average of £30,000 (although there has been a YOY increase of 8% in Halton)			Employers signing up to the LCR Fair Employment Charter	Percentage of employees' earnings below real living wage.
Low-income households	Data??			HBC's contributions: HPIJ delivery of Welfare to Work & Health programmes (Ways to Work, Restart, Work & Health Programme, Pioneer & Supported Internships Programme). Better off calculations for HPIJ jobseekers. In work support to help households increase their hours or change their job.	Percentage employees who are local (FTE) employed on contract for one year or the whole duration of the contract, whichever is shorter.
Good employment	Data not available from Census 21? Current Data from Adzuna – 26.93% in Permanent Employment,			Employers signing up to the LCR Fair Employment Charter HBC's contribution: Employer Engagement Strategy	Proportion of employed in permanent and non-permanent employment. Adzuna data??

	9.68% in Contract Employment and 63.39% unspecified			to be updated to recognise and celebrate 'good' employers in the borough.	
(appropriate) External Funding Maximised	Some bids are logged, some are not. No strategic view on whether bids should be made. Officers writing bids which can take them away from core work; not always using skills of Programmes Office.	All potential bids registered on a Business Justification form. All relevant officers in Department trained in bid-writing. All project leads logging funding bids on central system.	Increase in appropriate funding secured. No resource issues in delivering. No clawback issues.	6 bid-writing courses p.a. scheduled. 3 monitoring and evaluation courses p.a. scheduled. Central log of all bids maintained.	to establish a Business Justification Case for all bids over £50,000 to ensure the relevance and deliverability of externally funded schemes – to be signed off monthly by OD. All bids to be logged with the Programmes Office and all officers within the Dept to attend the Bid-Writing course before drafting any bids.
Climate change agenda and carbon emissions	CO2 emissions for 2021/22 amount to 9327 tonnes	Reduce emissions by 1%. Actual emissions 8740 tonnes therefore reduction of 6.3%	Reduce emissions by a further 5%	Submit a funding bid and obtain funding to carry out decarbonisation works to various buildings. Continue to deliver the LED lighting replacement programme.	Percentage reduction in CO2 emissions from Council activities

Policy, Planning and Transportation

Ref	Objective
PPT 01	Local Transport Plan (LTP) Capital Programme – Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs.

Milestone	Progress Q3	Supporting Commentary
To deliver the 2019/30 LTP Capital Programme March 2023.		Design works progressing well on Active Travel schemes at Runcorn Busway to improve cycling links between and

		<p>Murdishaw centre and Halton Lea utilizing SCAPE.</p> <p>Construction work nearing completion at LCWIP route from Runcorn Old town to Daresbury Sci Tech.</p> <p>Construction work in progress for Active Travel, Murdishaw centre to Whitehouse Industrial Estate, Murdishaw Centre to Runcorn East Station and then to Halton Lea to provide dedicated cycling facilities on the Busway.</p> <p>Feasibility/Design works in progress with SCAPE for East Runcorn Connectivity and A56 carriageway Reconstruction</p>
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Ref	Objective
PPT 02	Highway programmed maintenance.

Milestone	Progress Q3	Supporting Commentary
Ensure continued unrestricted availability of the Highway network and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.		<p>Carriageway resurfacing resurfacing/reconstruction at Prescot Road, Penn Lane, Victoria Road. and Main Street planned to start in the next period.</p> <p>Design works progressing on schemes to rejuvenate the surfacing at Ditton junction, Queensway and new roundabout in Runcorn on A558.</p> <p>Footway resurfacing work completed or nearing completion at, Dans Road, South Lane, Picow Street, Castlefield's Avenue east, Prescot Road, Sea Lane, Ridgeway, Poplar Close Lapwing Grove, Derby Road, Stonebarn Lane.</p>

Ref	Objective
PPT 03	Highway Routine and reactive maintenance

Milestone	Progress Q3	Supporting Commentary
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Continue to maintain the Highway Authorities statutory duties in accordance with Section 41 and 58 of the Highways Act.



Ongoing highway safety inspection continuing to maintain a safe and serviceable Highway.

Appendix 2: Progress Against Performance Indicators

Ref	Description	Actual 2022 / 23	Target 2023 / 24	Quarter 3 Position	Current Progress	Direction of Travel	Supporting Commentary
PPT LI 01	Percentage of third party compensation claims due to alleged highway / footway defects successfully defended. Annual Calculation.	Not available	Not available	Not available			Figures not available
PPT LI 02	Net additional homes provided	152	350	N/A	N/A	N/A	Indicator monitored annually as at 1st April. Target is 350 p.a. (2014 to 2037) as per the Delivery & Allocations Local Plan.
PPT LI 03	Number of affordable homes delivered (gross)	22	N/A	N/A	N/A	N/A	Indicator monitored annually as at 1st April. Target is expressed as a percentage of development on qualifying sites (subject to viability).
PPT LI 04	Processing of planning applications (%) as measured against targets for,	71%	100%	100%			No supporting commentary provided.

'Major applications'	62%	96%	100%			
'Major applications'	64%	98%	86%			
'Major applications'						

Ref	Description	Actual 2022/23	Target 2023/24	Quarter 3 Position	Current Progress	Direction of Travel	Supporting Commentary
PPT LI 05	To ensure a rolling five year supply of housing land. Deliverable supply (units) as a % of rolling 5 year requirement	130%	100%	N/A	N/A	N/A	DALP Policy Requirement (Annual) = 350 (a). Policy 5 Year Requirement (a) x5 = 1750 (b). 5 Year Deliverable Supply (2023-2027) = 2779 (c). (c/b as a %)
PPT LI 06	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	28.8	N/A	26			Welcome drop in KSI numbers after recent plateauing
PPT LI 07	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	4.2	N/A	3.4			Child KSI numbers fall below 4 for the first time in a couple of years. Historically very low
PPT LI 08	No. of people slightly injured in road traffic collisions. (5 Year Av.)	219	N/A	165			Rolling average for slight casualties show a significant drop.

Appendix 2: Progress Against Performance Indicators

PPT LI 09		No. of people slightly injured in road traffic collisions.	157	N/A	151			Q3 sees the decline in slight casualties continue. These numbers are historically very low.
Ref		Description	Actual 2022/23	Target 2023/24	Quarter 3 Position	Current Progress	Direction of Travel	Supporting Commentary
PPT LI 10		Damage to roads and pavements (% above intervention levels) repaired within 24 hours.	100%	100%	Not Provided	Not Provided	Not Provided	Not Provided

Appendix 3: Major Planning Applications Determined

	PROPOSAL	ADDRESS	DECSN	DATEDECISS
22/00157/FUL	Proposed phase 2 extension to approved planning application 20/00607/FUL comprising an additional 10 mixed-use light industrial units (totalling 1180sqm), 24 parking spaces, associated refuse and cycle storage, and landscaping with access to site via existing crossover at	Land To The East Of Canalside Court Warrington Road Runcorn WA7 1RD	REF	14/07/2023
22/00370/REM	Application for the approval of reserved matters (access, appearance, landscaping, layout and scale) of permission 20/00337/OUTEIA (Outline planning permission, with all matters reserved except for access, for the residential led mixed use development of the site, comprising of residential (Use Class C3), employment (Use Class B1) and local centre uses (Use Class A1-A4/D1) and associated infrastructure, landscaping and land remodelling) for erection of 97 No. dwelling houses and associated works at	Land North Of Red Brow Lane Warrington WA4 4BB	PER	02/08/2023
23/00127/S73	Application under Section 73 of the Town and Country Planning Act to vary planning condition 3 of outline planning application 21/00166/OUT (Outline planning application, with all matters reserved, for laboratory and office space (Use Class E(g)(i) and E(g)(ii)) development with associated car parking and landscaping) to substitute approved Parameters Plan ref: 20565_P-101 Rev: D dated 27.1.21 for Parameters Plan ref: 20565_P-101 Rev: E dated 27.1.21 at	Daresbury Laboratory Keckwick Lane Daresbury Warrington Cheshire WA4 4AD	PER	15/09/2023
23/00128/FUL	Proposed demolition of existing buildings (including 26 existing dwellings, the existing local centre incorporating the Bethesda Church, and part of the Tricorn Public House), the infilling of the existing subway; the construction of a new local centre (comprising 63 extra-	Land Within And Adjacent To And Surrounding Palacefields Local Centre	PER	21/09/2023

	care dwellings, with associated communal facilities, ground floor retail floorspace (Use Class E) and 2 bungalows (extra care)); a replacement church / community facility (Use Class F1 / F2 / E); the change of use of the retained Tricorn Public House and associated Stables into 10 dwellings; the erection of a further 59 dwellings together with improved public realm, play facilities, improvements to open space, hard and soft landscaping works; and other associated infrastructure and works at	Runcorn		
23/00134/FUL	Proposed extension to current storage facility at	Diageo Packaging Whitehouse Industrial Estate Murdishaw Runcorn WA7 3BE	PER	21/07/2023
23/00221/S73	Application under Section 73 of the Town and Country Planning Act 1990 to vary Conditions 9, 10, 11B, 12 and 13 of permission 21/00498/FUL (Proposed erection of industrial/storage building for use class B2 / B8 purposes, parking and servicing areas, bunds, fencing, landscaping, ancillary works and retrospective permission for the retention of previously installed bunds) at	Bowman Works Gorse Lane Widnes Cheshire WA8 0YZ	PER	18/08/2023

Waste and Environmental Improvement

Key Objectives / milestones

Ref	Objective
CE 06	Manage and Maintain the Borough's green space areas so that they continue to function to their intended purpose.

Milestone	Progress Q3	Supporting Commentary
Manage greenspace areas as per the agreed specification - March 2023 .		The Environment Services Division was able to deliver all works within the Council's agreed specification for green space management.

Ref	Objective
CE 07	Implementation of actions to ensure that the Council achieves its waste related targets and objectives.

Milestone	Progress Q3	Supporting Commentary
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Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council's recycling services is maximised and that residents comply with the requirements of the Council's Household Waste Collection Policy - March 2024.		Activities to meet this objective have remained on-going. Please see key developments sections of the report.
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Appendix 2: Progress Against Performance Indicators

Ref	Description	Actual 2022/23	Target 2023/24	Quarter 3	Current Progress	Direction of Travel	Supporting Commentary
CE LI 12	Residual household waste per household.	625kg	625kg	452kg			Waste production is subject to season variation. This is an estimated figure but it does show that household waste levels are in line with those in Q3 in the previous year.
CE LI 13	Household waste recycled and composted.	39.3%	40%	37.2%			This is an estimated figure but it does show that recycling levels are slightly higher than in Q3 in the previous year.

7.0 Financial Statements

ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Revenue Operational Budget at 31 December 2023

	Annual Budget	Budget to Date	Actual Spend	Variance (Overspend)	Forecast Outturn
	£'000	£'000	£'000	£'000	£'000
Expenditure					
Employees	5,491	4,195	4,118	77	103
Repairs & Maintenance	1,980	1,453	1,464	(11)	(14)
Premises	123	110	116	(6)	(6)
Energy & Water Costs	1,782	1,057	860	197	262
NNDR	763	702	639	63	84
Rents	175	167	165	2	2
Economic Regeneration Activities	27	3	3	0	0
Security	501	331	372	(41)	(55)
Supplies & Services	430	300	267	33	44
Supplies & Services - Grant	772	356	356	0	0
Grants to Voluntary Organisations	264	120	120	0	0
Capital Finance	44	44	44	0	0
Transfer to Reserves	40	40	40	0	0
Total Expenditure	12,392	8,878	8,564	314	420
Income					
Fees & Charges Income	-860	-488	-562	74	98
Rent - Commercial Properties	-908	-566	-528	(38)	(50)
Rent - Investment Properties	-44	-34	-30	(4)	(5)
Rent - Markets	-852	-644	-609	(35)	(47)
Government Grant	-1,387	-614	-614	0	0
Reimbursements & Other Grant Income	-585	-633	-643	10	13
Schools SLA Income	-299	-294	-258	(36)	(36)
Recharges to Capital	-282	-114	-119	5	7
Transfer from Reserves	-1,270	-1,229	-1,229	0	0
Total Income	-6,487	-4,616	-4,592	-24	-20
Net Operational Expenditure	5,905	4,262	3,972	290	400
Recharges					
Premises Support	2,006	1,505	1,505	0	0
Transport Support	23	16	19	(3)	(3)
Central Support	1,710	1,283	1,283	0	0
Asset Rental Support	4	0	0	0	0
Recharge Income	-7,728	-5,796	-5,796	0	0
Net Total Recharges	-3,985	-2,992	-2,989	-3	-3
Net Departmental Expenditure	1,920	1,270	983	287	397

Comments on the above figures

Budget monitoring is undertaken on a monthly basis with budget holders to ensure that unapproved overspends are avoided, developing action plans to achieve efficiencies and address areas of budget pressure.

Finance works closely with the department to manage and analyse underspending to identify potential savings that could help meet current and future years' priorities.

Comparison to Previous Quarter

Economy, Enterprise & Property outturn has improved from a forecasted net spend outturn of £0.204m over budget to £0.397m under budget at the end of the financial year.

Supporting Information

The Department consists of 154fte of which 66fte are core funded, with a staff turnover savings target of £0.134m. There has continued to be delays in recruiting across the department, and so the projection is currently that employee expenditure across the department will be under budget by £0.103m at financial year-end.

By carefully monitoring the accounts, the department has used grant/external funding where possible to try and relieve the pressure on the core Council budget. This is reflected in employee expenses this quarter where various projects have been identified and staff time has been charged accordingly. This process will continue throughout the year. This Q3 report includes the 23/24 pay award. Projections for the final quarter of the year have been updated.

As inflation is running much higher than originally predicted at the time of budget setting, the department will be expected to absorb any price increases that may arise from within the budget allocations made. This is proving difficult for repairs and maintenance due to the continued increase in the price of materials. The Repairs and Maintenance programme is constantly under review to keep within budget. However, there is a risk that unexpected events may occur which require expenditure to be incurred, that has not been allocated for.

The Asset Management Service has incurred one off expense this year, due to the vacant unit at The Hive, which was previously occupied by Frankie & Benny's. Costs relating to NNDR, Repairs and Maintenance and Service Charges have had to be paid by HBC until the unit is leased.

As a result of Tarmac taking up occupancy at Unit 10 Catalyst Park, the Council has received a NNDR refund of £30k. Projections have been updated with regards to NNDR costs at the Markets.

Due to the energy costs budget increasing significantly in 2023/24, the department is forecasting that it will be £0.262m under budget in year as costs have not risen as much as expected, but costs are still predicted to be £0.461m higher than 2022/23, which is an increase of over 43%. The forecast may change during the following quarter depending on the change in energy usage over this time.

A stop on non-essential supplies and services budgets has contributed to the under spend for the Department. It is anticipated that the budget will be under budget by £44k at year end.

This financial year has witnessed an increase in the security costs. This is due not only to inflation, but the need for additional security in Halton Lea, due to anti-social behaviour. The need for security at all locations is reviewed on a regular basis and if necessary, advice is provided from the Police.

As in previous years, and the long recovery from the impact of the coronavirus pandemic, the financial challenges of commercial property rent continue to present a significant financial challenge, though the third quarter of the year has seen an increase in the amount of commercial property income. This is due to Agency Staff within Asset Management being able to focus on the rent reviews and licence fees. There is also a focus within the team to fill the vacant properties within the portfolio. The current projection is that the income target will not be achieved by £0.050m.

Due to adverse trading conditions in the retail sector which have been made worse due to inflation and increased utilities costs, the department is projecting to under achieve on market rental income targets this budget year. The occupancy rate is approximately 89%.

The School Cleaning Service Level Agreement (SLA) is not covering its costs this budget year due to the need to employ agency staff to cover sickness and leave and the pay award. A review of SLA charges has been undertaken ahead of the next budget year. The demand for the service is also decreasing as schools move to Academies.

Approved 2023/24 Savings

Please see Appendix A for details of progress towards achieving budget efficiency savings agreed by Council in February 2023.

ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

Capital Projects as of 31 December 23

	Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
Expenditure				
3MG	24	14	14	10
Murdishaw	30	8	8	22
Equality Act Improvement Works	282	230	230	52
Kingsway Learning Centre Improved Facilities	36	0	0	36
Halton Lea TCF Roof Top Garden	35	0	0	35
Property Improvements	254	210	210	44
Waterloo Building Runcorn	93	1	1	92
Woodend - Former Unit 10 Catalyst Trade Park	200	234	234	-34
Foundry Lane Residential Area	2,634	1,308	1,308	1,326
Police Station Demolition	406	406	406	0
Runcorn Station Building Development	80	30	30	50
UK Shared Prosperity Fund	82	20	20	62
Runcorn Waterfront Residential Development	291	18	18	273
Changing Places	212	180	180	32
Town Deal	2,240	825	825	1,415
Total Capital	6,899	3,484	3,484	3,415

Murdishaw – HBC supported the capital works to the former Youth Centre/Boxing Club which has been brought back in to use as the Tea Tree Café, a community project supported by Onward Homes. The funding was provided to match fund Onward Homes contribution. A programme of improvements to the external facilities at Murdishaw Community Centre is currently being priced with works anticipated in the Quarter 4.

Equality Act Budget - It is anticipated that most of the budget will be spent by year end, as the department has some access improvement works which are adjacent to the Brindley yet to be invoiced.

Kingsway Learning Centre – A PA system was recently installed in the building. The department is awaiting the final invoice.

Property Improvements- It is anticipated that this budget will be fully spent by year end. The department has already completed a number of projects from this fund, inclusive of the heating/ventilated replacement works at Phoenix Park, the installation of the new safety barrier system, and the new audio equipment at the Brindley and we have allocated the Halton Lea lift replacement project to this code, so all will be spent by year end.

Waterloo Centre - The demolition works are likely to commence in February, the Council a date for the disconnection of the services which is late January. The anticipated cost of the work is circa £115k plus fees.

Woodend Former Unit 10 - All works are complete other than the provision of the new gas supply.

Foundry Lane – Foundry Lane is moving to a crucial stage with reserved matters to enable the beginning of construction on the site. Planning permission should be determined in January to allow the construction company to start on site by the end of this financial year.

Police Station Demolition – Legal are in the process of finalising the overage payment for Cheshire Police
Runcorn Station Building Development – A detailed delivery programme up to Approval in Principal stage has been produced and is 3 weeks ahead of schedule. A sponsor's instruction has also been sent to partners to be signed off.

UKSF – Halton submitted an Investment Plan to the CA for three strands of its UK Shared Prosperity Fund (UKSPF) programme – Town Centres; Local Culture, Arts and Heritage; Green, Resilient, Safe Communities. This amounts to £608k up to March 2025 and is a mix of capital and revenue.

Runcorn Waterfront Development - Preparation work is currently ongoing in respect of getting all the tender documentation ready to go through a procurement exercise in respect of the demolition of both Belvedere and Churchill Hall. It is hoped that the tender documents will be issued via the Chest in November with a realistic start on site not being until the New Year.

Changing Places - All 3 changing places facilities are complete, bar a few minor snags at the Victoria Park facility. The department is still in the process of getting them all registered on the Changing places website, all will be complete by year end.

The Town Deal programme –The seven projects which make up the Runcorn Town Deal programme are progressing and are currently on track to be completed by 31st March 2026 when the funding ends.

3MG - The substantive programme for 3MG in terms of land disposals is now 90%+ complete with up to 900,000 square foot of development in the pipeline some of which will require professional support over the coming years which will continue this as an ongoing project.

ECONOMY, ENTERPRISE AND PROPERTY DEPARTMENT

APPENDIX A

Ref.	Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value			Current Progress	Comments
				23/24 £'000	24/25 £'000	25/26 £'000		
EEP1	Capital Works Team	N/A	Increase the level of fee income by increasing the percentage charged or charging by time, including those works not currently charged for.	10	0	0		On target.
EEP4	Cleaning Services – Council Buildings	580	Review cleaning arrangements, with a focus on only emptying bins and cleaning toilets daily.	0	100	0		Until the accommodation review is complete, only limited savings will be made in 2024/25
EEP2	Caretaking & Security Services	641	A review and restructuring of caretaking arrangements.	0	52	0		Restructure will take place in 24/25. It is anticipated the full saving will not be met in year.
			Reduce security cover at Halton Lea to provide opening/closing and then static guarding 7.00am to 7.30pm Monday to Friday, and 9.30am to 3.00pm on Saturdays to cover the opening hours of Halton Direct Link.	35	0	0		
EEP5	Corporate Buildings	927	Generate additional rental income by providing additional office space for external organisations at Rutland House, by letting out the remaining three floors.	120	0	0		Reflected in 2023/24 budget.

EEP6	Facilities Management	165	Restructure the team in light of an expression of interest for retirement.	44	0	0	<input checked="" type="checkbox"/>	Reflected in 2023/24 budget.
EEP8	Technical Support & Market Team	392	Restructuring of the team	98	0	0	<input checked="" type="checkbox"/>	Reflected in 2023/24 budget.
Total Economy, Enterprise & Property Department				307	152	0		

POLICY PLANNING AND TRANSPORTATION

Revenue Budget as at 31 December 2023

	Annual Budget	Budget to Date	Actual Spend	Variance (Overspend)	Forecast Outturn
	£'000	£'000	£'000	£'000	£'000
Expenditure					
Employees	5,149	3,833	3,849	(16)	(21)
Efficiency Savings	-100	-100	-100	0	0
Premises	211	165	109	56	74
Hired & Contracted Services	115	85	177	(92)	(123)
Supplies & Services	163	179	227	(48)	(63)
Street Lighting	1,766	997	758	239	319
Highways Maintenance - Routine & Reactive	1,583	752	1,014	(262)	(350)
Highways Maintenance - Programmed Works	1,712	890	549	341	454
Fleet Transport	1,410	1,058	1,107	(49)	(67)
Bus Support - Halton Hopper Tickets	52	39	5	34	45
Bus Support	458	387	387	0	0
Grants to Voluntary Organisations	31	30	30	0	0
NRA Levy	73	71	71	0	2
LCR Levy	1,059	750	750	0	0
Contribution to Reserves	359	359	359	0	0
Total Expenditure	14,041	9,495	9,292	203	270
Income					
Sales & Rents Income	-101	-78	-34	(44)	(59)
Planning Fees	-738	-554	-396	(158)	(210)
Building Control Fees	-242	-182	-125	(57)	(76)
Other Fees & Charges	-932	-704	-731	27	36
Grants & Reimbursements	-179	-220	-220	0	0
Government Grant Income	-197	-196	-196	0	0
Halton Hopper Income	-54	-40	-14	(26)	(35)
Recharge to Capital	-317	-163	-14	(149)	(198)
LCR Levy Reimbursement	-1,059	-750	-750	0	0
Contribution from Reserves	-520	-520	-520	0	0
Total Income	-4,339	-3,407	-3,000	(407)	(542)
Net Operational Expenditure	9,702	6,088	6,292	(204)	(272)
Recharges					
Premises Support	509	382	382	0	0
Transport	591	444	495	(51)	(69)
Central Support	1,432	1,074	1,074	0	0
Asset Rental Support	686	0	0	0	0
HBC Support Costs Income	-885	-664	-664	0	0
Transport Recharge Income	-3,764	-2,818	-3,189	371	495
Net Total Recharges	-1,431	-1,582	-1,902	320	426
Net Departmental Expenditure	8,271	4,506	4,390	116	154

Comments on the above figures

Financial Position

The current position for the PPT department is for net spend to be £0.116m under budget at 31 December 23 with a projected full financial year outturn of net spend to be £0.154m within the approved budget.

Comparison to Previous Quarter

The projected outturn shows an improved position from Q2 as the forecast is now showing that the department will be under budget by the end of the financial year, moving from a

projected £0.385m overspend to the updated underspend position of £0.154m. The reasons for this will be broken down further later in this report, but it is important to remember that this projection is subject to change during the final three months of the year.

Supporting Information

As in previous years budget holders are working closely with the Finance Officers to ensure a balanced budget is achieved. Wherever possible capital expenditure is being prioritised to relieve pressure on the revenue budgets.

The Q3 report includes the 23/24 pay award agreed in April of a flat £1,925 per full time equivalent. This was above the budgeted 4% increase therefore the outturn reflects the increased staffing costs paid in the current year.

Supplies and services and contracted services are projected to be over budget as in previous years. Halton has a contract with MEAS (Merseyside Environmental Advisory Service) which is hosted by Sefton LA which is used to provide Halton with advice in relation to ecology, waste, environmental impact assessments and local plans. Although the expenditure on the contract is over the allocated budget, it would cost Halton considerably more to provide this advice in house. Legal fees are also projected to be over budget due to external legal advice being required in the Planning section.

The street lighting expenditure is projected to come in under budget as per the previous financial year. Various actions have been taken to decrease the amount of power being used such as lights being turned off 12am – 6am on some routes and over 80% of HBC owned street lighting stock of around 20,500 columns have been upgraded to LED. Current estimates are based on last year's energy usage, this will be confirmed over the next quarter once usage increases over the winter months.

Highways maintenance budgets are projected to be under budget. Capital is again being utilised where appropriate. The report is broken down into routine and reactive schemes and programmed works so the various areas can be looked at in more detail.

Fleet transport has seen an increase in costs across fuel and parts in the current financial year as previously reported, however the projected outturn is now less than in Q2. This then has a knock-on effect to the costs being recharged out to the other areas of the authority. There is also a significant delay in the time it takes from placing an order and receiving the goods. Every effort is being made to prolong fleet replacements, but this has a negative impact on the cost of repairs.

Sales income at the Lowerhouse Lane Depot is not expected to reach its income target. Covid-19 is still playing a part in income generation due to DfT suspending MOT requirements for 6 months during the lockdown periods. When the Depot opened again it was not able to meet the demand for vehicles due to lack of staff, and therefore customers went to other garages and didn't return.

There is a slight downturn in the number of planning applications being received. However, this has been mitigated by Government increasing planning fees at a higher rate than forecast. In Q1 it was originally shown that this would help to balance the income target, however, now that there is a more accurate picture of applications for the year it is now anticipated that this will not be the case, and the target will not be achieved.

Building control income is currently under its income target but it is hoped that a number of major housing schemes will soon be approved and therefore this will filter through to the income target. Again, this is being monitored closely by Halton and Knowsley as part of the

Building Control shared service and will be updated for future reports once an income reconciliation exercise has taken place between both parties.

Other fees and charges are currently expected to exceed income targets due to a backlog of permits in the Traffic division being administered and therefore outstanding income has been recovered over the past quarter. This contrasts with the Q2 outturn that was predicting to be under achieved across fees and charges. This exercise was a one off and this level of income is unlikely to be achieved again.

As in previous years the recharge of salaries to capital schemes will not achieve its income target due to a lack of traditional capital projects and therefore there is less opportunity to capitalise. There is a relationship between the under achievement of income and the lack of staff within the Highways division which means staff are not available to carry out works on capital schemes and therefore cannot be recharged out to generate income.

Transport income recharges will be over on its income target, but these are offset by overspends in the other departments as mentioned in the above fleet transport costs.

Approved 2023/24 Savings

Savings that were put forward for 2023/24 can be seen in Appendix A at the end of this report. There have been no changes since the Q2 report.

Risks/Opportunities

Across the whole department inflation has significantly driven costs up and every division is bearing the cost of this. The Highways and Logistics divisions are seeing the largest impact of this when purchasing materials / fuel / parts for vehicles etc.

Capital Projects as at 31st December 2023

Project Title	2023-24 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
Local Transport Plan				
Total Bridge & Highway Maintenance	3,133	662	662	2,471
Integrated Transport	549	0	0	549
CRSTS (City Region Sustainable Travel Settlement)	7,140	1,705	1,705	5,435
SJB – Decoupling	0	0	0	0
Runcorn Busway	239	347	347	(108)
East Runcorn Connectivity (ERC)	1,577	1,832	1,832	(255)
A56 Reconstruction	947	0	0	947
Dukesfield ATL (Waterloo Bridge)	0	1,493	1,493	(1,493)
LCWIP Phase 2 Daresbury	5,783	1,468	1,468	4,315
ATF3 Murdishaw to Whitehouse	3,000	154	154	2,846
ATF4 Widnes Town Centre Accessibility	122	0	0	122
SUD Green Cycle	0	2	2	(2)
Total Local Transport Plan	22,490	7,663	7,663	14,827
Halton Borough Council Schemes				
Street Lighting	50	7	7	43
Lighting Upgrades	300	208	208	92
Risk Management	100	17	17	83
Fleet Vehicles	2,500	1,324	1,324	1,176
Widnes Loops	0	84	84	(84)
Total Halton Borough Council Schemes	2,950	1,640	1,640	1,310
Total Capital Expenditure	25,440	9,303	9,303	16,137

The East Runcorn Connectivity (ERC) project is currently being redefined which will focus on the major maintenance of the A56 and 5 active travel links within Halton. The scheme is on track and communication is in place with LCR to secure additional funding for detailed design and full costing profiling. This included consultation with members, stakeholders and public which took place in October 23. There is an agreement in place between LCR and Halton to cover up to £400k of works over and above the initial grant allocation whilst the scheme is prepared for Gateway 3 funding. It is anticipated that funding will be secured in February 24.

Dukesfield and Waterloo Bridge are now reopened. The original grant funding has now been fully spent and conversations are under way with LCR in relation to further funding for this financial year to offset the expenditure.

CRSTS (City Region Sustainable Travel Settlement) replaces the historical grant funding from the DfT. It is broken down into various areas such as carriageway maintenance, footway maintenance, street lighting and structures. Expenditure is low in Q1 and Q2 as payments will mostly occur towards the end of the financial year as in previous reports.

The A56 project is in support of the new junction completion for the Redrow development which overlaps with the ERC scheme mentioned above. This scheme is in abeyance until further funding for the ERC is announced, therefore expenditure will be minimal.

LCWIP Phase 2 (Local Cycling and Walking Infrastructure Plan) Runcorn to Daresbury is currently underway on Long Benton Way. A change request is currently being put to the CA as the allocation of £5.7m is not anticipated to be fully spent due to reduced scope of the scheme.

ATF3 (Active Travel Fund) Murdishaw to Whitehouse is currently not on site but is due to start imminently.

The fleet replacement scheme is being utilised only when necessary, as every vehicle is being retained if it is cost effective. Only when vehicles are past the point of being economically viable for repair are they then replaced. With the rise of inflation there has been a significant increase in the cost of new vehicles when ordered in comparison to previous financial years. There are also exceptionally long lead times when orders are placed to the time of them being delivered due to the worldwide shortage of semiconductors.

Liverpool City Region is yet to confirm funding for a number of capital projects, this is hoped to be resolved in the next 6-8 weeks. There have also not been any discussions surrounding potential carry forwards of unspent grant to the following financial year due to scheme delivery constraints, again this is hoped to be resolved in the near future.

POLICY, PLANNING AND TRANSPORTATION DEPARTMENT

APPENDIX A

Ref.	Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value			Current Progress	Comments
				23/24 £'000	24/25 £'000	25/26 £'000		
PPT1	Fleet Management & Maintenance	400	Reduction in the annual contribution to the Fleet Replacement Reserve.	40	0	0		Budget has already been removed and saving will be met in full
PPT2	Transport Coordination	484	Reduction in the provision of subsidised bus grants. Currently, 14 bus services are subsidised through contracts where there are no commercial services. Passenger utilisation of routes would be assessed to see where reductions can be applied with the least impact upon services.	50	0	0		Budget has already been removed but the expenditure is expected to see a significant rise as mentioned in the Q1 report. However, this is being met by a contribution from Mersey Gateway.
PPT4	Schemes and Maintenance	1,056	Reduction of 6% in the programmed road maintenance budget.	60	0	0		Budget has already been removed and saving will be met in full
PPT5	School Crossings	70	Approach the Schools Forum to seek a contribution of at least 50% towards funding the school crossing patrol service, which is a non-statutory service.	35	0	0		Still waiting to take a report to Schools Forum to discuss further action
PPT6	Traffic	N/A	Consider introducing civil traffic enforcement for traffic violations.	0	150	0		This is a complex piece of work to take forward, it

			Employ private sector civil enforcement officers to issue fines and generate income. It would take 12 months to apply for powers from the DFT and put the scheme in place. The Environment & Urban Renewal Policy & Performance Board will consider this via a Topic Group.					requires DfT to grant powers to Halton. The project also needs resourcing, and the department is still awaiting capacity from the Accelerated Growth project. No savings were eligible for 23/24 financial year.
Total Policy, Planning & Transportation Department				185	150	0		

COMMUNITY AND GREENSPACE

Revenue Budget as at 31 December 2023

	Annual Budget £'000	Budget to Date £'000	Actual Spend £'000	Variance (Overspend) £'000	Forecast Outturn £'000
Expenditure					
Employees	17,085	12,606	11,991	615	820
Premises	3,817	2,200	2,048	152	274
Supplies & Services	1,609	1,307	1,372	(65)	(86)
Hired & Contracted Services	607	413	637	(224)	(299)
Book Fund	140	108	113	(5)	(7)
Food Provisions	371	158	268	(110)	(147)
School Meals Food	1,965	1,474	1,540	(66)	(88)
Miscellaneous Transport Costs	117	77	96	(19)	(25)
Other Agency Costs	601	490	429	61	81
Other Expenditure	0	0	9	(9)	(9)
Waste Disposal Contracts	6,885	1,146	1,077	69	91
Grants to Voluntary Organisations	67	48	16	32	43
Grant to Norton Priory	172	172	174	(2)	(1)
Capital Financing	201	180	118	62	83
Total Expenditure	33,637	20,379	19,888	491	730
Income					
Sales Income	-3,962	-3,098	-2,292	(806)	(1,075)
Fees & Charges Income	-5,752	-4,691	-5,113	422	564
Rental Income	-221	-149	-182	33	43
Government Grant Income	-827	-3,244	-3,434	190	252
Reimbursements & Other Grant Income	-676	-445	-496	51	67
SLA Income	-2,391	-2,321	-2,139	(182)	(242)
Internal Fees Income	-592	-158	-275	117	156
Capital Salaries	-173	-106	-73	(33)	(43)
Transfers From Reserves	-20	51	51	0	2
Total Income	-14,614	-14,161	-13,953	(208)	(276)
Net Operational Expenditure	19,023	6,218	5,935	283	454
Recharges					
Premises Support	1,825	1,369	1,369	0	0
Transport	2,046	1,504	1,592	(88)	(117)
Central Support	3,856	2,893	2,897	(4)	(5)
Asset Rental Support	199	0	0	0	0
HBC Support Costs Income	-540	-409	-409	0	0
Net Total Recharges	7,386	5,357	5,449	(92)	(122)
Net Departmental Expenditure	26,409	11,575	11,384	191	332

Comments on the above figuresFinancial Position

The net department spend is £0.191m under budget at the end of Quarter 3 and the estimated outturn underspend against budget for 2023/24 is £0.332m.

This represents a significant improvement on the forecast outturn overspend of £0.564m estimated at the end of Qtr2. The variance between the two quarters is largely attributed to employee and premises costs over the year to date being lower than expected.

Net employee spend is estimated to be under the approved budget at the end of the financial year by £0.820m. This is due to the number of vacancies within leisure services and reduced casual usage in line with 2022/23 actual data. The costs included within the report now take account of all 2023.24 pay awards being agreed and paid to employees.

Utilities budgets for 2023/24 were inflated due to the expected rise in energy costs, however, the actual charges to date have not been as high as forecasted. There has also been a considerable saving on Crematorium gas charges as the new cremator is more efficient. Gas usage at the Stadium has been reduced due to using heat source pumps. Energy costs for the year are under review and a prudent approach has been taken in estimates.

Hired and Contracted Services has increased since Q2 due to additional costs of Syrian Vulnerable Person Resettlement Programme, funding for these costs will be met by additional Government Grant recorded against income.

Food Provisions is overspent due to the continuing increase of food costs from suppliers driven by high inflation over the past year.

Due to delays in receiving waste disposal contract invoices spend for the year has been estimated based on the average costs from 2022/23. Any changes to these estimates could have a large impact on the Department's outturn position.

Sales income for the year is expected to underachieve compared to the budgeted income target. Shortfalls in income at the Stadium, school meal sales plus a reduction in room hire at Community Centres and Libraries are forecast to contribute towards lower income levels. This shortfall against the income target is mitigated by reduced employee costs and casual usage at these establishments.

Other Income categories are estimated to overachieve against budget due to additional income levels for Trade and Green Waste Collection fees plus letting fees and promotions at The Brindley.

Additional grant income has been received from Sport England under the Swimming Pool Support Fund initiative to ensure the continued provision of leisure centres in the Borough.

School Meals SLA income is forecast to underachieve over the course of the year, but this will be mitigated by reduced staffing costs.

Approved 2023/24 Savings

Please see Appendix A for details of progress towards achieving budget efficiency savings agreed by Council in February 2023.

Capital Projects as at 31 December 2023

Project Title	2023/24 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
Stadium Minor Works	34	20	18	16
Halton Leisure Centre	15,056	12,600	12,550	2,506
Brookvale Pitch Refurbishment	28	14	13	15
Open Spaces Schemes	851	200	150	701
Children's Playground Equipment	105	20	20	85
Upton Improvements	13	0	0	13
Crow Wood Park Play Area	12	1	1	11
Landfill Tax Credit Schemes	340	0	0	340
Runcorn Town Park	284	120	117	167
Spike Island / Wigg Island	1,023	35	32	991
Pickerings Pasture Café	520	0	0	520
Litter Bins	20	0	0	20
Totals	18,286	13,010	12,901	5,385

Comments on the above figures**Brookvale Pitch Refurbishment**

This project is now completed - waiting on invoice for outstanding works so project can be closed down.

Halton (Moor Lane) Leisure Centre

Construction is on track and in line with expected spend.

Open Spaces

This covers spending on a variety of externally funded projects: Birchfield Gardens refurbishment, Upton Rocks access works, The Big Halton Forest, and some small minor works contracts. Spending is behind target due to capacity issues.

Children's Playground Equipment

This is an ongoing project which includes spend on improvements within the Borough's playgrounds.

Upton Improvements

Open space improvement works undertaken.

Crow Wood Park

The main contract is now completed, outstanding balance will cover final and retention payments.

Landfill Tax Credits Schemes

Currently used to support improvements for a rolling programme of existing playgrounds/open space schemes across the Borough.

Runcorn Town Park

Project to renew park infrastructure. Project is ongoing with 2 contracts on site. Carry forward to complete work in season and for contingency payments.

Wigg/Spike Island Recovery Works

The programme was slightly behind due to staff capacity issues. However, a consultancy is in place and have begun site investigation works ahead of finalising designs/contract documentation for tender.

Pickerings Pasture Café

Site surveys are on-going, planning application and tender documentation currently being prepared; the anticipated start on site is Spring 2024 with a completion Autumn 2024.

COMMUNITY & GREENSPACE DEPARTMENT

APPENDIX A

Ref.	Service Area	Net Budget £'000	Description of Saving Proposal	Savings Value			Current Progress	Comments
				23/24 £'000	24/25 £'000	25/26 £'000		
COMM 1	The Brindley Theatre	64	Reduce Box Office opening hours from 10am-5pm Monday-Friday to 10am-2pm. Currently 80% of tickets are purchased online or by telephone and this is increasing each year.	10	0	0		Box Office core opening hours were reduced to 5 hours (Mon – Fri) 10am – 3pm. They will be realigned to 4 hours daily 11am – 3.00pm (Mon – Fri) from 1 September onwards. No LED lighting has yet been installed but is planned for later in the financial year.
			Replace all non-LED lighting in the building. This is estimated to reduce on-stage energy costs by 75%.	10	0	0		
COMM 3	Sport & Recreation	471	Restructuring the roles and responsibilities of the Sports Development Team	0	36	0		On track to meet savings identified for 2024/25.
COMM 4	Stadium & Catering Services	751	Franchise the concourse only catering services to an external operator.	50	0	0		
			An organisational restructure is currently being implemented for Stadium & Catering Services to reflect recent service changes.	40	0	0		

Ref.	Service	Net	Description of	Savings Value			Current	Comments
COMM 6	Area Forums	170	Reduce the base budget provision to £50k temporarily for one year, with all unspent monies in 2022/23 (currently £120k) being carried forward to be spent by the relevant Area Forums in 2023/24. The base budget position will then be reviewed for 2024/25.	120	-120	0	<input checked="" type="checkbox"/>	Implemented in 2023/24 budget setting.
COMM 5	Stadium & Catering Services – School Meals	12	Cease to deliver the school meals service, which has made significant losses of over £200,000 for a number of years and is forecast to make a similar loss by year-end. Work would be undertaken with schools over the next two years to support them to secure an alternative means of delivery, whether in-house or via an external provider.	0	0	12	<input checked="" type="checkbox"/>	Work underway in school meals being delivered through alternative means
Total Community & Environment Department				230	-84	12		

Symbols are used in the following manner:

Progress Symbols

<u>Symbol</u>	<u>Objective</u>	<u>Performance Indicator</u>
Green 	Indicates that the <u>objective is on course to be achieved</u> within the appropriate timeframe.	<i>Indicates that the annual target is <u>on course to be achieved</u>.</i>
Amber 	Indicates that it is <u>uncertain or too early to say at this stage</u> whether the milestone/objective will be achieved within the appropriate timeframe.	<i>Indicates that it is <u>uncertain or too early to say at this stage</u> whether the annual target is on course to be achieved</i>
Red 	Indicates that it is <u>highly likely or certain</u> that the objective will not be achieved within the appropriate timeframe.	<i>Indicates that the target <u>will not be achieved</u> unless there is an <u>intervention or remedial action</u> taken.</i>

Direction of Travel Indicator

Green 	Indicates that performance <i>is better</i> as compared to the same period last year.
Amber 	Indicates that performance <i>is the same</i> as compared to the same period last year.
Red 	Indicates that performance <i>is worse</i> as compared to the same period last year.
N / A	N / A
	Indicates that the measure cannot be compared to the same period last year.